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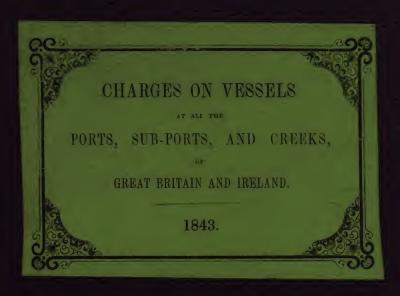
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THE

# CHARGES ON VESSELS

(BRITISH AND FOREIGN),

AT ALL THE

# PORTS, SUB-PORTS, AND CREEKS

O

## GREAT BRITAIN AND IRELAND,

AND ISLANDS THEREOF,

BEING IN NUMBER UPWARDS OF FOUR HUNDRED AND TWENTY;

COMPRISING

PILOTAGE, HARBOUR AND DOCK DUES, DEPTH OF WATER, PLANKAGE, QUAYAGE, ANCHORAGE, PIER LIGHTS AND FLAG FEES, BUOYAGE, KEELAGE, TOWAGE, PERCHES,

AND OTHER INFORMATION,

FOR THE USE OF THE

## SHIPPING INTEREST IN GENERAL,

NOT CONTAINED IN ANY OTHER WORK.

## BY JAMES DANIEL.

SECOND THOUSAND.

### ABERDEEN:

### JOHN CLYNE, 41, CASTLE STREET;

LONDON: CHARLES WILSON (LATE NORRIE & CO.), 157, LEADENHALL STREET, AND MRS. TAYLOR, 103, MINORIES; LIVERPOOL: B. SMITH, 74, SOUTH CASTLE STREET, AND L. BECK, 16, PRICE STREET; GLASGOW: IRVINE DOUL, 72, BROWN STREET; GREENOCK: ALEXANDER LAING, BOOKSELLER; LEITH: W. REID & SON, AND R. W. HUME; AND ALL RESPECTABLE BOOKSELLERS.

1843.

Price Five Shillings, bound in Cloth.

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CONSTITUTIONAL OFFICE.

## PREFACE.

THE Compiler of the following Work was induced to undertake it in consequence of having, from the nature of his avocations, had frequent opportunities of witnessing the inconvenience and loss of time which parties interested in Shipping experienced from the want of the information contained in this volume. In order to accomplish the undertaking, he inspected the Custom-house List of Ports, Sub-ports and Creeks; but, being satisfied that there were other places of importance not contained in that list, every exertion was made to obtain the names of these places and the charges at them, in which he has, to a considerable degree, been For the purpose of obtaining information respecting the Depth of Water, Harbour Dues, Pilotage, Plankage, Prices of Ballast, Towing Boats, Pier Lights, &c. &c. &c. application was made to the Harbour Masters; to the principal Officers of Customs at the Ports, Subports, and Creeks; to Agents and Surveyors of Shipping for Lloyds'; to the Agents for the Shipping Gazette; to several respectable Merchants; to Ship and Custom-house Agents; and to certain gentlemen, proprietors of Harbours; and the Compiler would be deficient in gratitude were he not to express, in this public manner, his warmest thanks to these gentlemen for the alacrity with which they supplied the requisite informationfor the favourable opinion they expressed of the importance and utility of the Work-and for their hearty wishes for its success.

It was obvious that great trouble would be occasioned, and a considerable expense incurred, in procuring information and in compiling the Work; but the Author was so confident of its importance, that he had no hesitation in concluding that its sale would afford him remuneration for his labours.

To Shipowners, Ship-brokers, and Shipmasters, the information furnished is of a nature so important that it is unnecessary to enter into details respecting it, as the parties themselves must perceive the advantages to be derived from the Work in freighting Vessels, &c., particularly Masters of Ships, when from home, and unacquainted with the charges at the place to which a freight is offered. In some places, charges are not particularly stated, as they are indefinite—no particular rates being fixed; but an idea of them is given, so far as could be obtained, in order that Masters of Vessels may be aware of the charges which are usually made.

The Author has obtained the latest information respecting any improvements or proposed alterations in Harbours and the erection of New Docks, &c., and the dues which will be exigible, in order to render the Work of as permanent a nature as possible. He attempted to put the names of the places in alphabetical order as the plan that would be most acceptable, but on account of not receiving information so early as was expected, he was under the necessity of making an Appendix containing a list of the Charges at Ports, &c., which had not been obtained in time to enable him to carry fully into effect the proposed arrangement. Although this may, in some degree, appear to derange the Work, the circumstance can be of little importance, as the names of the places will be easily and readily found by referring to the Index.

In a work of this nature, inaccuracies may, perhaps, be discovered, of which the proprietor is not aware; but if any should be found, he trusts that due allowance will be made for them; and he has respectfully to request that parties discovering any errors will point them out, in order that in a future edition they may be avoided.

ABERDEEN, 41, Castle Street, 1843.

# INDEX.

An Asterisk (\*) prefixed to Names of Places, refers to Errata, page viii.

Page	Page	Page
Aberavon, 1	Barmouth, 15	Carsethorn, 38
Aberayron, 1	Barrow, 15	Castletown (Isle of
Aberconway,186	Barry, 16	Man), 39
Aberdeen, 3	Beachley, 16	Castletownsend,210
Aberdour,208	Beauley,209	Charlestown (in
Aberdovey, 4	Beaumaris,150	Frith of Forth), 39
Aberffraw,149	Beccles, 17	Charlestown (in
Aberlady, 209	Belfast, 17	Cornwall),152
Aberthaw, 4	Berehaven, 22	Chepstow, 39
Aberystwyth, 4	Berwick, 22	Chester, 39
Aldborough, 5	Berwick (North), 23	*Chichester, 40
Alderney Island, 5	Blyth,150	Christchurch, 40
Alloa, 6	Bo'ness, 24	Clare,153
Allonby, 6	Boscastle, 24	Clay, 40
*Alnmouth, 6	Boston, 24	Cleveland Port,186
Amlwch, 6	Bowling Bay, 27	Clifden,153
Angerton,185	Bradwell, 27	Clonakilty, 41
Annan, 7	Bridgeness,209	Cockenzie,153
Anstruther, 7	Bridgewater, 27	Colchester,153
Appledore, 7	Bridlington,185	Coleraine,154
Arbroath, 8	Bridport, 29	Combwich, 41
Ardglass, 10	Brighton, 29	Conway,186
Ardrishaig, 9	Bristol, 29	Cork, 41
Ardrossan, 10	Brixham, 31	Cowes, 42
Arklow, 10	Broughty Ferry,185	Crail, 42
Arnside, 11	Brucehaven, 32	Cramond,210
Axmouth,149	Buckie, 32	Creetown, 43
Ayr, 11	Bude, 32	Cromarty, 43
	Burghead, 32	Cromer,155
Bagilt,150	Burnham, 33	Cullen, 43
Balbriggan, 11	Bruntisland, 33	
Ballina, 11	Burry, 33	Dalbeattie, 43
Ballycastle, 13		Dartmouth,155
Ballyraine, 13	Caermarthen,150	Deal,155
Ballyshannon, 13	Caernarvon,151	Derbyhaven, 44
Baltimore,209	Calstock, 35	Devonport, 44
Banff, 14	Cambus,209	Dingle,157
Bangor,149	Campbeltown, 36	Donaghadee, 44
Bannow, 13	Cardiff, 37	Donegal, 45
Bantry, 15	Cardigan, 38	Douglas, 45
Barlochan, 15	Carlisle, 38	Dover, 46

Page	Page	Page
Drogheda, 46	Gloucester, 64	Kingstown, 78
Drumore, 47	Goole,159	Kinsale, 79
Dublin,157	Gourdon,160	*Kirkaldy, 79
Duddon,186	Grange, 66	Kirkcudbright,164
Dumfries, 47	Grangemouth, 66	Kirkwall,165
Dunbar, 47	Granton,160	, , , , , , , , , , , , , , , , , , , ,
Dundalk, 48	Greencastle, 67	Lancaster, 79
Dundee, 49	*Greenock, 67	Largo, 82
Dungarvon, 52	Grimsby, 69	Largs, 82
Dunmore, 52	Guard Bridge,161	Larne, 82
Dysart, 52	Guernsey, 69	Laugharne, 83
•	Gweek,210	Leigh, 83
Eastbourne, 52	•	Leith,165
Edin Water,161	Harrington, 69	Lerwick, 83
Elie, 53	Hartlepool, 70	Leven, 83
*Emsworth, 53	Harwich, 71	Limekilns, 83
Errol,158	Hastings, 71	Limerick,171
Exeter, 53	Haverford West, 71	Littlehampton, 83
Exmouth, 55	Hayle, 71	Littlehaven,168
Eyemouth, 55	Heacham,161	Liverpool,168
,	*Helmsdale, 72	Llanelly, 80
Fallin, 56	Herne Bay, 72	Llansainford, 203
Falmouth, 56	Hesketh Bank,161	Lochgilphead,172
Fareham, 57	Highbridge,161	London, 187
Faversham,158	Holyhead, 72	London Dock Co. 193
FerryPortonCraigs 57	Holy Island, 73	St. Katherine
Findhorn, 57	Holy Loch, 73	Dock Co., 195
Fisher's Cross, 57	Howth, 73	East and West In-
Fisherrow, 58	Hull,161	dia Dock Co., 198
Fishguard, 59	Hythe, 74	Regent's Canal
Fleetwood, 59	,	Dock,201
Flint, 60	Ilfracombe, 74	Commer. Dock
Folkestone, 60	Inverary, 74	Company,202
Fort George and	Invergordon, 74	Thames Steam
Fortrose, 60	Inverkeithing, 75	Towing Co212
Fort William, 60	Inverness, 75	Londonderry, 84
Fowey,158	Ipswich, 75	Looe (Plymouth), 85
Fraserburgh, 61	Ireleth,211	Looe (Fowey), 211
Freckleton, 60	Irvine, 76	Lossiemouth,173
	Isla,164	Loughor, 85
Gainsborough, 61	Itchenor, 76	Lowestoft,173
Galway, 62		Lydney, 86
Gannel, 62	Jersey,164	Lyme Regis, 86
Garliestown, 62	Johnshaven, 77	Lymington, 86
Garmouth,159		Lynn, 87
Gatehouse, 63	Killalla, 77	Lytham, 87
Girvan,	Killough, 77	•
Glasgow, 63	Killyleagh, 77	Macduff, 88
Glasson Dock, 63	Kilrush,186	Maidstone,173
	•	

## INDEX.

Page	Page	Page
Maldon, 88	Passage,180	Ryde,116
Margate, 88	Peel, 97	Rye,115
*Maryport, 89	Pembroke, 97	
Methil, 90	Pennard,205	St. Andrews,116
Mevagissey,211	Penryn, 98	St. Clair,
Middlesborough,173	Pentown,205	St. David's,207
Milford,	Penzance, 98	St. Germains,117
Millom, 90	*Perth, 99	St. Ives,
Milton, 90	Peterhead, 99	St. Mawes, 181
Minehead, 90	Pettycur,205	St. Monance,207
Mistley, 90	Pile of Foudry,100	Salcombe,207
Monifieth,177	Pill,205	Saltcoats,
Montrose,175	*Pittenweem,100	Sanda Island,181
Morrison's Haven,211	Plymouth,100	Sandend,117
Moyston,	Point,206	Sandgate,117
Mundsley, 91	Poole, 102	Sandwich,118
NT-1	Portaferry,103	Saundersfoot,118
Nairn,	Port Carlisle,103	Scarborough,182
Neath, 91	Port Dundas,206	Scilly,118
Newburgh, on Tay, 93	Port Eynon,131	Seaham,119
Newburgh, on	Port Garven,104	Seaton,
Ythan, 94	Port Glasgow,104	Selby,
Newcastle - upon-	Portinilaen,206	Sheerness,120
Novement Port	Port Isaac,106	Shields (North &
Newcastle (Port	Portmahomack,106	South,
of Newry),205 Newhaven (Leith) 179	Portnessock, 206	Shoreham,121
Newhaven (Sussex) 94	Port Patrick,107	Skepool,182
Newport (Cowes) 95	Portreath,206 Portrush,107	Skibbereen, 207
Newport (Cardi-	*Portsmouth,109	Sligo,
gan), 95	Port Talbot,107	Solva,
Newport (Mon-	Port William,109	Southwold,122
mouthshire),203	Poulton,206	Spalding,123
New Quay (Cardi-	Preston,110	Speymouth,159
gan),179	Pwllheli,111	Stirling,123
New Quay (Corn-	1	Stockton-on-Tees, 123
wall),179	Quoile,	Stockwith,208
New Ross, 95	Ramsay,111	Stonehaven, 125 & 211
Newry, 95	Ramsgate, ,112	Stornoway,183
Newton (Isle of	Ravinglass,113	Stotfield,126
Wight),180	Renfrew,113	Strangford,126
Noulton,180	Rhuddlaw,113	Stranraer,127
	Rhydpont Bridge, 113	*Stromness,128
Oban,180	Robin Hood's Bay	Sunderland (N.),128
Orford,180	or Town,ll4	Sunderland (S.), 183
Oxwich,180	Rochester,114	Sutton Wash,129
	Ross,181	Swanage,129
Padstow, 95	Rothesay,114	Swansea,130
Parr,205	Runcorn,114	

Page	Page	Page
Tain,	Ulverston,183	Weymouth,139
Tarbert (Ireland),132	Uphill,208	Whitby,140
Tarbert (Scotland) 132	•	Whitehaven,140
Tarbetness,133	Wainfleet, 136	Whitehorn,141
Teignmouth,133	Walney, 136	Whitstable,141
Tenby,134	Walton,136	Wick,142
Thorpe,183	Warkworth, 208	Wicklow,143
Thurso,134	Warrenpoint, 208	Wigtown,143
Tobermory,134	Watchet, 136	Wisbech,143
Topsham,134	Waterford,137	*Woodbridge, 145
Torquay,135	Wells,137	Workington,145
Tralee, 135	Wemyss,137	
Trathbycan,135	Wepra,	Yarmouth (Great), 146
Troon,	Westport,138	Yarmouth (Little),148
Truro,	Wexford,139	Youghall,148
		_

### \* ERRATA.

ALNMOUTH.—Read spring tides, 13 feet; neap tides, 9 feet.
CHICHESTER.—Under the head "Pilotage," for British vessels, 3d. per foot, read 3s. per foot.

Emsworth.—Under the head "Pilotage," for British vessels, 8d. per foot, read 3s. per foot. Greenock.—For Rates of Towing on the River Clyde, see table at Port Glagsow, being the latest published.

RELMSDALE.—Under the head "Harbour Dues," for 3s. per ton read 3d. per ton.

Kirkaldy.—Under the head "Pilotage," for 1d. per foot, read 1s. per foot.

Maryport.—For Maryport, a sub-port to Newhaven, read Whitehaven.

Perth.—Under the head "Harbour Dues," for vessels from foreign or otherwise, 2½d. per

PITTENWEEM .- Under the head " Harbour Dues," for 1s. 2d. per ton, read one half-penny per ton.

PORTSMOUTH-- Under the head " Pilotage," for pence, read shillings per foot.

SOUTHAMPTON .- Under the head "Harbour Dues," read vessels under 50 tons, boomage,

18. 0d.

STROMNESS.—Read spring tides, 4½ fathoms; neap tides, 4 fathoms.

WOODBRIDGE.—Under the head "Harbour Dues," for per ton, read per vessel.

ADVERTISING SHEET.—In ALEXANDER KING'S Advertisement, for Patent Lever Watch,

A3 10s. read £5 10s. For last paragraph, read For sale, a splendid six-feet Newtonian Reflecting Telescope; diameter of Reflector about six inches, with Rack-work Motions, Finder,

Terrestrial and Astronomical Eye-Piece. Price £45.

## CHARGES ON VESSELS

AT ALL THE

# PORTS, SUB-PORTS, AND CREEKS

OF

### GREAT BRITAIN AND IRELAND.

### ABERAVON, NOW CALLED PORT TALBOT.

(SEE PORT TALBOT.)

### ABERAYRON, A CREEK IN THE PORT OF CARDIGAN.

### PILOTAGE, IN AND OUT.

Vessels under	10 tons reg.	£0	2	0	Vessels under 100 tons reg. £1 0 0
10 and under	20 " "	0	4	0	100 and under 120 ,, ,, 1 4 0
20 ,, ,,	40 ", "	0	8	0	120 ,, ,, 140 ,, ,, 1 8 0
40 ", "	60 " "	0	12	0	140 ,, ,, 160 ,, ,, 1 12 0
60 " "	80 " "	0			160 ,, ,, 180 ,, ,, 1 16 0
80 " "	100 " "	1	0	0	180 ,, ,, 200 ,, ,, 2 0 0

EACH TIDE'S WORK WITHIN THE HARBOUR.—Every kind of vessel, 2s.

BALLAST.—Per register ton of the vessel, 4d.

PIER LIGHTS AND FLAG FEES.—Each vessel, Is. There are two harbour lights hoisted at night and a red flag during the day, an hour before high water, and both are allowed to remain hoisted until half an hour after high water.

DEPTH OF WATER AT THE WESTERN PIER HEAD.—Spring Tides, 15 feet; Neap Tides, 8 feet.

### ABSTRACT OF HARBOUR ACT.

If any person shall empty or throw any stones, ballast, earth, rubbish, or any other thing, into any part of the said harbour, to the prejudice thereof, he forfeits any sum not exceeding  $\pounds 5$ .

If any person shall take away ballast, or stones, from the said harbour, without the consent of the Lord of the Manor, or his Steward, he forfeits any sum

not exceeding £10.

That in case any gunpowder, tar, pitch, hemp, flax, wood, spirituous liquors, turpentine, hay, straw, tallow, or any other combustible goods or things what-seever, shall be landed on any such pier, quay, or wharf, or shall be lying on the deck of any vessel in the said harbour, the same shall be removed and taken away within twelve hours after the said vessel shall come within the said harbour; and in default thereof, such vessel forfeits 10s, for every ton of such



combustible goods, over and above the rates in the schedule, for every succeeding twelve hours the same shall remain, and so in proportion for less than a ton; and in case the same cannot be taken away before sunset, the owner thereof to set and maintain, at his expense, a sufficient number of careful sober persons, to guard and watch over the same, as the Quay-Master shall order, or he forfeits any sum not exceeding £10.

The master, owner, or person having the command of every boat, barge, ship, or vessel lying or being within the said harbour, is answerable for any trespass, damage, spoil, or mischief that shall be done by such boat, barge, ship, or other vessel, or by any of the boatmen, bargemen, watermen, or seamen belonging to, or employed in or about the same, to any of the wharfs, piers, or other works, either by the loading or unloading of such boat, barge, ship, or other vessel, or by any other means whatsoever; and the master or owner of any such boat, barge, ship, or other vessel, for every such trespass, damage, spoil, or mischief, upon conviction of the offender before a Justice of the county of Cardigan, shall forfeit and pay the amount of the damage done, as ascertained by such Justice, and also any sum not exceeding 40s. to the informer; and if the damage exceeds £10, an action may be brought in any of the Courts of Westminster, to recover the same. The master or owner is empowered to recover over against such boatmen, &c. doing such mischief.

, ,			
For every vessel not exceeding fifty tons, that shall be laid up in or-			
dinary for the winter,	£0	12	0
For every such vessel exceeding fifty tons,	1	0	0
For every coasting or fishing sloop, yacht, or other vessel, belonging	_		
to the port, yearly,	1	0	0
For every ship, boat, or other vessel, discharging or taking in any part of her cargo, within the said harbour, per ton, according to the burthen of such ship, boat, or other vessel, besides the other duties	_		_
made payable by this act,	0	0	2
For every ship, or other vessel, above fifty tons, that shall be laid up			
within the said harbour, though not for the winter, yearly,	1	0	0
For every ship, or other vessel, above ten and under fifty tons, that			
shall be so laid up, yearly,	0	10	0
For every ship, or other vessel, under ten tons, that shall be so laid up,			
yearly,	0	5	0
For every sailor's chest, landed within, or shipped from the harbour,			
or any part of the manor of Aberayron,	0	0	6
For every ton of goods, articles, or things, (except coals, culm, and			
fish caught on the coast,) which shall be brought into or carried out			
of the harbour by any ship, boat, or other vessel, reckoning for			
household furniture, forty feet to a ton, the sum of	0	1	0
For every boat, or other vessel, employed in the fishery on the coast,			
not exceeding five tons burthen, yearly,	0	5	0
And if more than five tons, yearly,	0	10	0
For every open boat coming within the port to land or ship off any	-		•
goods, each time, but not to pay more than twice in one day,	0	1	0
For every coasting sloop putting into harbour, each time,	0	2	6
For every ton of the burthen of every ship or vessel built within the			
limits of the said harbour,	0	0	6
For every ship, or other vessel, that shall come to an anchor within the limits of the said harbour, and for every anchor of under fifty			
tons burthen.	^	1	^
If above fifty, and not exceeding one hundred tons,	0	1	6
If above one hundred tons,	0	2	0
	0	Z	U
All the before-mentioned tolls, dues, or rates, where not particularly and the handle			

larly specified, to be paid double by all persons whomsoever, not being

subjects of her Majesty, her heirs, or successors.

### ABERDEEN.

PAUL JONES, SEA HORSE, AND DOROTHY TUG STEAM BOATS.

Rates from the Bay to the Second or Upper Jetty, and from the Lower Quays, to Sea:—Under 200 tons, 2d. per ton. 200 tons, and upwards, 21d.

Inward or Outward Bound, and towed to or from Waterloo Quay, or Upper Quays, to pay extra, viz.:—Under 150 tons, 3s. 6d. Above 150 tons, 5s.

When towed to or from the Lower to the Upper Quays, or from one part of the Harbour to another: - Under 150 tons, 6s. Above 150 tons, 10s.

Application for the Boats to be made to the Master or Captain Pilot. All vessels requiring the Tug Steam Boats are to make a signal in day-light, by a west (where best seen), within or without the Harbour; and during the night, by two lights, one above the other—so that it may be known from a light for a Pilot.

_	•	RATES	OF PI	LOTA	GE.		1st L	1st Boat.		2d Boat.		i	3d Boat.		
$\mathbf{v}_{\mathbf{e}}$	ssels	under	50	tons	regist	er.	s. 7	D. 0		s. 6	D. 0		s. 5	D. ()	
50	and	under		,,	"	•,	8	0		7	0		6	Ö	
60	"	,,	85	,,	,,	•••	9	0		7	6		6	6	
85	"	"	110	"	12	•••	10	0		8	0	}	7	0	
110	"	,,	150	,,	,,		11	0	į	8	6	l	7	6	
150	,,	"	200	"	Ŋ	•••	12	0		9	0		8	0	
200	,,	22	250	"	,,	•••	14	0		10	0	- 4	9	0	
250		above		"	, ,,	•••	15	0	1	11	0	1	10	b	
Fac	k tid	A) a 107/1	rk wi	thin	the H	arhoi	1P 0370	l.	hai	of wood	۸ì	C.			

Each tide's work within the Harbour, every kind of vessel, ... Gs.

Each man employed as a hauler on the Quay,................. 1s.

Foreign vessels hoisting flag for Pilot before he is on board are subject to an extra charge of 5s. called distance money—a perfect imposition.

CAPTAIN PILOT'S FEES.

CAPTAIN PILUTS FEES.											
Under 40 tons,		0s. 6d.	From 120 to 200 tons,	28.	0d.						
			Above 200 tons,		6						
From 80 to 120	) tons,	1 6	(Payable inwards only.)								
PIER LIGHT AND FLAG FEES.											

For every vessel under 50 tons register,...... 0s. 6d. (Excepting all fishing and open boats.) Payable inwards only. For every vessel from 50 to 100 tons register, 1 For every vessel above 100 tons register,..... 1

N.B.—A red flag in the day-time, and a light during the night, are hoisted at half-flood at the point of the North Pier. The light is taken down at the time of high water; but the flag is allowed to remain hoisted as long after high water as the flag-master may deem expedient.

Alexander Morison, captain-pilot, berth-master at Lower Quays, and keeper of pier light and flag. Alexander Mitchell, assistant.

James Mearns, berth-master at Waterloo, Regent, and Trinity Quays. James

Fraser, assistant, and attendant on Regent Bridge. HARBOUR DUES.

On shipping belonging to Aberdeen, 1d. per ton. All others, including Foreigners privileged, 11d. per ton. On shipping belonging to Foreigners not privileged, 1s. 2d. per ton.

On stone ballast, 2d. per ton, which may be had in abundance for 1s. 6d. per ton. If causeway stones are taken as ballast,  $2\frac{1}{2}d$ , per ton. One-third more is payable on stone ballast, if not for freemen.

DEPTH OF WATER AT THE BAR.—Spring tides, 19 feet; neap tides, 14 feet. Ballast.—Vessels belonging to Aberdeen, 9d. per ton. All others, 1s.

PLANKAGE.—Each vessel, 1s. 6d. payable to Shore Porters.

Fresh Water.—1s. per tun of 252 gallons.

James Daniel, custom-house agent, ship-broker, and the printer and publisher of the "Nautical and Commercial Pocket Dictionary" (in eleven languages), "Duties of the Customs and Excise," and this Work. See Advertisements.

### ABERDOVEY, A CREEK IN THE PORT OF ABERYSTWYTH.

			PILOT	AGE.	,					
Coasting	Vessels,	drawing	g less tha	8 n.	feet	water,	•••	£0	4	0
,,	,,	8 feet	and unde	r 9	"	,,		0	6	0
"	,,	9,,	"	10	,,	"		0	8	6
"	"	10 ,,	,,	11	,,	9)	•••	0	12	0
"	"	11 ,,	"	12		<b>&gt;</b> >	•••	0	17	0
>>	"	12 ,,	"	13		"	• • •	1	0	0
"	,,	13 ,,	"	14		"	•••	1	10	0
"	"	14 ,,	,,	15	,,	"	•••	2	5	0
"	"		upwards,		••	••	•••	3	10	0

British and privileged foreign vessels departing for, or arriving from foreign parts to pay double the amount of pilotage specified in the foregoing table, and unprivileged foreigners one-fourth more than the double.

RINGAGE.—One Farthing per ton. BUOYS.—One Halfpenny per ton.

BALLAST FOR THE TAKING.

## ABERFFROW—(See Appendix.)

## ABERTHAW, A CREEK IN THE PORT OF CARDIFF.

There are no charges of any description at this creek.

### ABERYSTWYTH.

and the second s		
TONNAGE DUTIES. Per Regis	ter I	on.
For vessels belonging to foreign subjects, from foreign parts, discharging their cargoes within the limits of the port,	s. 1	D. 0
For vessels belonging to foreign subjects, loading within the limits of the port, a cargo of slates, lead, ore, bark, or any other merchandize,	0	6
For vessels belonging to foreign subjects, driven into the port by stress of weather or otherwise, without unloading any part of their eargoes	Ū	
within the limits of the port,	0	6
parts, discharging cargo, or part thereof, within the limits of the port,	0	6
For all coasting and other vessels belonging to her Majesty's subjects, and not from foreign parts, unloading within the limits of the said port (ex-		
cept in ballast or with limestone),	0	4
In ballast, or loaded with limestone,	0	3
cargoes within the limits of the port	0	3
of the port, slates, lead, ore, bark, corn, or other merchandize,	0	3
For every steam vessel employed in carrying passengers and their luggage only, which shall enter or leave the port or harbour, or coming within	Ĭ	Ī
the liberties thereof,	0	6
All boats and vessels exclusively employed in fishing, are exempt from the above rates.		
Pilots or hobblers who assist the vessel in, 2s, per 20 tons burden the vessel c	arri	es.

BALLAST FOR THE TAKING.

### ALDBOROUGH.

Aldbrough is a bar harbour. The first wharf is on the river Alde, at Barthorp, two miles below Orford; the next Boyton, one mile below Orford, at which places vessels drawing 13 feet water can discharge their cargoes; then Aldborough, at the quay of which, vessels of the same draught of water can discharge. There is at the quay from 13 to 20 feet water. Iken and Snape are the next wharfs on the upper parts of the river; the latter place is twelve miles from Aldborough. Vessels to Snape cannot discharge there, if over 3 feet draught of water; at Iken, if over 10 feet.

Pilotage—1s. 6d. per foot, over the bar, and up the river an additional charge

of 1s. 6d. per foot.

Ballast.—Any quantity of shingle may be had on paying 5s. to the lord of the manor.

WHARFAGE ON COALS.—Vessels belonging to the port, 6d. per ton; vessels not belonging to the port, 9d. per ton.

### ALDERNEY ISLAND.

There are no regular rates of pilotage. Square-rigged vessels generally pay £1 10s. in and out; small vessels occasionally calling here, 5s.; and regular traders between the islands, 2s.

### STATES DUES ON SHIPPING.

Vessels registered in Alderney or Guernsey, and belonging to natives, or to persons naturalized by Ordinances of the Royal Court, pay nothing; all others pay as follows:—

							ANCH	RAGE.		CHAI	MAGE
Vessels	under	r		10	tons	· · · ·	0s.	6d.	•••	0s.	6d.
"	from	10	to	20	,,	•••	1	0	•••	1	0
"	,,	20	to	30		•••	1	6	•••	1	6
"	"	30	to	40			2	0		2	0
"	"	40	to	50		•••	3	0	•••	3	0
"	"	50	to	60		•••	4	0	•••	4	0
"	<b>9</b> 2	60	to	30		•••	5	0	•••	5	0
"	"	80	to	100		•••	6	0	•••	6	0
"	"	100	to	150		•••	7	0		7	0
"	"	150	to	200	"	•••	7	6	•••	7	6
,,		200	to	250	,,	•••	8	•	•••	8	0
"		250	to	300		above,	9	0		9	0

Vessels coming into the harbour pay anchorage and chainage; the chainage is not paid by those who do not come into the harbour.

### TONNAGE.

British vessels, not registered here, pay 6d. per ton on all goods landed and loaded. Foreign vessels which have treaties of reciprocity pay 6d. per ton on the tonnage of the vessel, measured as British tonnage; all other foreign vessels pay 2s. per ton on the goods unloaded and loaded.

British vessels coming here from any French port pay 6d. per ton on the ton-

nage of the vessel.

Fishing vessels and yachts pay no duties of any kind, excepting the pass. Coals landed here pay three doubles (three-eighths of a penny) per quarter.

Vessels exporting coals pay no tonnage dues.

Passes.—All vessels clearing out, whether registered here or not, pay 2s. for the pass to the Lieutenant-Governor.

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## ALLOA, A SUB-PORT TO GRANGEMOUTH.

There are no Tug Steam-boats strictly belonging to this port, but there are several belonging to the neighbouring port of Grangemouth, which can be got at all times, to tow vessels to and from Alloa, when the wind is unfavourable. There are also other Steam Tugs which frequent Alloa, so that vessels can at all times depend upon assistance when required. There are no particular rates of charges for towing, the sum paid being, according to agreement, for distance and size of vessel.

RATES OF PILOTAGE.—There is no fixed rate of pilotage. Masters make the best bargain they can. From Alloa to Leith Roads, a distance of thirty miles, the charge varies from £1 1s. to £2 2s. according to the size of the vessel and the season of the year.

Each tide or day's work about the quay, from 2s. 6d. to 3s. 6d.

Ballast.—Free on board for all vessels, from 5d. to 7d. per ton.
Harbour Dues.—For all vessels, three farthings per register ton; there being no difference made between freemen and others. The Shore Dues on goods are moderate, and are regulated by a scale in terms of Act of Parliament.

### ALLONBY, A CREEK IN THE PORT OF CARLISLE.

There is no harbour at this place, nor any charges for ballast, pilotage, flag fees, &c.

### ALNMOUTH, A CREEK IN THE PORT OF BERWICK.

### PILOTAGE.

All vessels, during summer, .... 1s. 3d. | All vessels, during winter, ..... 1s. 6d.

A boat, when wanted to assist, 5s.

HARBOUR DUES.—Each vessel, .................................. 1s.
PLANKAGE—For dischafging or loading cargoes, 5s. to 7s.
BALLAST FOR THE TAKING.

Depth of Water.—Spring tides, 13 feet; neap tides, 9 feet.

A flag is hoisted in the day-time, denoting that vessels may enter the harbour; if the flag cannot be seen, two fires are made on some conspicuous place. At night, two lights in one denote that vessels may enter, and one fire when they cannot enter.

## AMLWCH, A CREEK IN THE PORT OF BEAUMARIS.

### 

60 tons generally pay from 6s. to 7s. Pilotage must be paid whether a pilot is taken or not.

Ballast.—Copper dross to be had at 8d. per ton put on board.

Depth of Water.—Spring tides, 18 feet; neap tides, 9 feet. The harbour is dry at low water.—Vessels can be built and repaired at this place.

To the east of the harbour is a staff, on which, in bad weather, when the balks (pieces of timber put across the mouth of the harbour to keep out the swell) are down, a ball is hung, intimating that there is no admittance. When the ball is only half way up, the balks are down, but they will be raised if required.

## ANGERTON—(See Appendix.)

### ANNAN, A CREEK IN THE PORT OF DUMFRIES,

Has no harbour, but two quays, private property, the charges at which are a halfpenny per ton for mooring, and a halfpenny per ton on loading and discharging, making one penny per ton. Vessels discharging on beach free of expense.

Vessels proceeding up the Solway Frith are charged  $1\frac{1}{2}d$ , per ton for buoys. There are two light houses, and a light vessel nearly ready at the entrance of the Solway Frith, the duties for which will be collected at the Custom House, and may be included in the charges for Northern Lights.

## ANSTRUTHER, A SUB-PORT TO KIRKALDY.

Harbour Dues on vessels belonging to burgesses, free; strangers, two-thirds of a penny per ton; vessels under thirty tons, for bank money, being anchorage or ringage, 6d.; above thirty tons, 1s.; fishing boats, each, 6d. and two-thirds of a penny.—Ballast for the taking.

No rates for pilotage. Small vessels, about forty tons, belonging to the port,

pay 6s. to 7s. and a shilling or two for grog.

### APPLEDORE, A CREEK IN THE PORT OF BIDEFORD.

Appledore, the estuary of the river Taw, leading to Barnstaple, eight miles, and the river Torridge, leading to Bideford, three miles.

Pilot gigs from the harbour board vessels in the bay; but in stormy weather vessels should keep to the westward of the bay, off Clovelly, where smacks are always waiting to render assistance and act as pilots into the harbour. There are very complete moorings in the Pool, where vessels of any burthen lie afloat, and pay 2s. 6d. a-tide.

### PILOTAGE.

From the Bay to the Moorings, or Appledore, vessels from 20 to 500 tons register pay 5s. to £2 2s. for the pilot, exclusive of 2s. 6d. to each man and boat employed as hobblers, or assistance for each tide's work, viz.:—

Vessels o	f 50	tons,	and u	ınder 10	0 tor	18,	• • • •	• • •	•••	£0	5	0
,,	100	,,	,	, 20	0,	,	•••	•••	•••	0	10	0
,,	200	,,	,	, 30	0,	,	• • • •	•••	•••	1	1	0
,,	300	,,,	, ,	, 60	ο,	,	• • • • • • • • • • • • • • • • • • • •					

When special services are rendered on extraordinary occasions, the harbour master or magistrates decide the amount to be paid.

Steamers occasionally tow vessels to and from sea and the rivers by agreement. Harbour Dues.—2d. per register ton for discharging or loading a cargo—to be paid only once in the year, the first payment freeing them for the residue of the year in which such payment is made. Timber-loaded vessels pay £1 for the vessel and £1 for the cargo, each voyage. British and Foreign vessels pay alike.

Wharfage.—There is a private wharf for shipping, and cellars for depositing cargoes, at Appledore. A sloop paying 10s. can lie there for any period; a brig, £1; and a ship, £1 10s. The moorings, layers, posts, and beaches are the property of and maintained by the lord of the manor of Northam, to whom all dues are payable and belong, under grant from the Crown.

### ARBROATH, A SUB-PORT TO MONTROSE.

Ton.
D.
6
3
0
8
7
5
3
2
11
-
0

It shall be in the option of the Trustees to charge either the tonnage dues on the voyage inwards or on the voyage outwards, at the rate specified in the above schedule, according to the distance; and if the charge be made on the voyage outwards, there shall be deducted from it the amount of the dues that may have been previously paid on the voyage inwards; and if such vessels sail in ballast, they shall be charged with dues on the inward voyage only.

All vessels launched at the port of Arbroath to pay half tonnage dues on the voyage outwards, according to the distance of the port to which such vessels sail, provided they take goods on board; but if they sail in ballast, no dues

shall be charged.

All vessels with cargoes to be permitted to enter the harbour of Arbroath, for safety or convenience, by payment of one-half of the tonnage dues; but if they shall take goods on board (stores for their own use excepted), or break bulk, they shall be liable in the full tonnage dues.

All vessels remaining in harbour to pay, after two months, one penny per

register ton per month in advance.

Each vessel entering the harbour, and loading or unloading goods or ballast within the same, or performing both operations before leaving the harbour, to pay in name of plank-money (whether a plank be used or not) as follows:—

Vessels amo	ounti	ng to	and not	exceeding	ng 20	tons,	•••	•••	•••	18.	0d.
Exceedin	g 20	tons,	and not	exceedir	ng 50	,,	•••	•••	•••	1	6
,,	50	,, `	,,	<b>99</b> ·	100	"	•••	•••		2	0
"	100	"	"	"	150	"	•••	•••	•••	2	6
,,	150	,,	"	,,	200	"	•••	•••	•••	3	0
,,	200	"	,,	,,	250	,,	•••	•••	•••	3	6
,,	250	"	"	,,	300	"	•••	•••	•••	4	0
"	300	"	,,	,,	<b>3</b> 50	,,	•••	•••	•••	4	6
,n	350	"	"	"	400	"	•••	•••	•••	5	0
	400		mwards.							.6	6

Any vessel sailing from the port, and put back by stress of weather or any other cause, without having accomplished her voyage, shall not be liable in addi-

tional dues for such return.

All vessels arriving in ballast, for the purpose of being repaired, and departing in ballast, shall be exempted from shore dues.

HARBOUR LIGHT DUES .- On each vessel, one farthing per register ton; but

may be raised to 1d.

PILOTAGE.—Coasting vessels, loaded or in ballast, 3d. per register ton; vessels employed in the foreign trade, and foreign vessels, 3dd.; wind-bound, 2dd. In addition to these rates, the following pilotage duties shall be levied on every vessel entering the harbour, for providing the pilot-master's salary, viz.:—

One boat allowed to each vessel, and for every additional boat, on ordinary occasions, 5s.

Ballast .- 1s. per ton.

The above rates shall be paid, when demanded, to the collector of shore-dues, who shall retain the same until the vessel be again at sea, and the pilot's duty completed, when the pilot's dues shall be paid to the pilots officiating. The collector of shore-dues is empowered to recover the above rates and duties; and, if necessary, to sue for the same. No person, unless duly licensed by the trustees, shall be entitled to exact any pilotage dues.

All charges for extra trouble to be settled by the harbour trustees, or, in their

option, by the pilot-master.

George Kidd, berthing and pilot-master; Alexander Milne, assistant.—David Key, collector of shore-dues.

# ARDRISHAIG (BY LOCHGILPHEAD), A CREEK IN THE PORT OF GREENOCK,

SITUATED AT THE ENTRANCE OF THE CRINAN CANAL.

There is twelve feet of water at Neap Tides, and sixteen feet at Spring Tides.

HARBOUR DUES.

On every ship, boat, or vessel, of whatever description, entering or coming within the line of the harbour buoys, at Ardrishaig, or fairway thereto, or within any of the Basins in the Canal there, or within the Harbour or Basin at Crinan, there shall be paid, immediately on such ship, boat, or vessel entering or coming within the line aforesaid, or fairway thereto, 2d. per ton on the register tonnage; but vessels passing upon or through the Canal, without unloading, shall not be subject to the foregoing charges of harbour dues.

Every open boat, not exceeding six tons burthen, shall be charged as of the burthen of six tons, whatever may be the tonnage of such boat; and on every such boat which shall have lain and remained in any of the Basins at Ardrishaig or Crinan, within the Sea Lock, or at any intermediate place in the Canal, for the space of seven days, there shall be paid 1s. for each week or part of a week thereafter, which such boat shall have remained in any of the Basins, or at any

other intermediate place.

On every ship, boat, or vessel, of whatever description, which shall have lain and remained continuously in any of the Harbours or Basins at Ardrishaig, or at Crinan, or at any intermediate place in the Canal during twenty-one days, there shall be paid 2d per ton for each week, or part of a week thereafter, which any such ship, boat, or other vessel shall lie and remain in any of the Harbours or Basins, or other intermediate place.

On every fishing smack or wherry, or smaller fishing boat carrying nets or lines, and employed in the fishing trade during the fishing season,—viz. from 1st June to 1st January,—entering or coming within the line of the Harbour buoys

at Ardrishaig, or fairway thereto, or within the Harbour at Crinan, there shall be paid on such smack, wherry, or boat first coming to anchor, or drawing up within the Harbour buoys, or fairway thereto, grounding on the beach, or lying alongside any of the piers, wharfs, or other landing places allotted for them, or alongside any vessel or steamer within the Harbour, or fairway thereto, 2s. 6d. For payment whereof, all such boats shall have freedom of the Harbour (subject to all the rules and regulations thereof, as to berthing or otherwise); and this privilege conferred on fishing boats prosecuting the fishing during the fishing season, shall form an exception from the dues exigible under all the foregoing heads of this Table of Harbour Dues. All owners or possessors of such fishing boats, and other craft, neglecting, refusing, or evading payment of this modified sum of 2s. 6d., or disregarding the Harbour regulations, are prohibited the use of the Harbours, Basins, Piers, Wharfs, Landing Places, or other accommodation aforesaid; and they shall further be subject and liable to a penalty of 5s. for every instance of neglect or refusal to comply with these regulations.

## ARDGLASS, A CREEK IN THE PORT OF NEWRY.

2	CONNAG	E DUES.						
Vessels, not exceeding 10 tons,	per ton,	•••	•••	•••		£0	0	2
10 and not exceeding 15 ,,	_ ,,	•••	•••	•••	•••	0	0	3
15 tons and upwards,		•••	•••	•••	•••	0	0	4
Fishing boats, not exceeding 10	tons-fo	or the se	ason,	•••	•••	0	5	0
10 and not exceeding 15	,,	,		•••	•••	0	7	6
15 tons and upwards,	••	"		•••	•••		10	
Fishing vessels, not exceeding le	0 tons-	for the	year,	•••	•••	0	10	0
10 and not exceeding 1	5 ,,	,,	•	•••	•••	0	15	0
15 tons and upwards,		,,		•••	•••	1	1	0
	NCHORA	GE DUE	s.					
Vessels under 50 tons register,						ister	, 3 <i>s</i> .	3d.
50 and under 100 " "	2 81	150 and	l under	200	,,	,,	4	4
100 and under 150 ,, ,,	3 3	200 and	l upwar	ds,	"	99	5	5
Vessels paying quayage exe						vess	els	pay
double the above anchorage.	_		•		•			-
QUAYAGE.—Vessels not belon	ging to	the harl	our, 3d	. per	ton.			
PLANKAGE.—Each vessel, 2s.	2d.		·	-				
BALLAST When put on boar	d the ve	essel, la	per to	n.				
DEPTH OF WATER.—Eight fe					ter, fif	teen :	feet.	•
<del></del>			·	•	•			

## ARDROSSAN, A CREEK IN THE PORT OF IRVINE.

HARBOUR DUES.					
All vessels, per register ton,	£0	0	$2\frac{1}{4}$		
All steam-boats, per month,			0		
All steam-boats, visiting occasionally, per trip,			0		
Boats, not registered, six tons burthen, and under,					
" above six, and under twelve tons burthen,					
" , twelve tons burthen,					
PILOTAGE.—All vessels, 1d. per register ton.					

Ballast.—Except what is taken out of harbour, 3d. per ton. Ballast, when taken out of harbour, free.

## ARKLOW, A CREEK IN THE PORT OF DUBLIN.

There are no charges whatever made here in the shape of harbour dues, quayage, or pilotage, except for ballasting vessels. Lighter-men are generally allowed 1s, per ton.

### ARNSIDE, A CREEK IN THE PORT OF LANCASTER.

No charges of any description, except 3d. per ton, per annum, for the Walney Light, payable on the first voyage.

BALLAST FOR THE TAKING.

		ΑY	R.						
	TON:	NAG	E DUES.	8.	D.				
Vessels under 20 tons register, per ton,									
20 and under 40 ,,	•	, .	••• ••• •••	0	3				
40 and under 80	2	,	••• ••• •••	0	$3\frac{1}{2}$				
80 tons and upwards,	,		*** *** ***	0	4				
Foreign vessels, not privileged, ,,									
Vessels in l	balla	ıst, 🤉	2d. per register ton.						
A	NCH	OR4	GE DUES.						
	s.	D.		s.	D.				
Vessels under 20 tons register,	1	0	Vessels under 100 tons register,	3	0				
20 and under 40 ,, ,,	1	6	100 and under 150 ,, ,,	4	0				
40 ,, ,, 60 ,, ,,	2	0	150 and under 200 ,, ,,	5	0				
60 ,, ,, 80 ,, ,,	2	6	200 and upwards, ", ",	7	0				
80 ,, ,, 100 ,, ,,	3	0							
PILOTAG	E.—	$1\frac{1}{2}d$	. per register ton.						

PLANKAGE. 

## BALBRIGGAN, A CREEK IN THE PORT OF DUBLIN.

PILOTAGE.—Per foot of draught water, 1s.

Each tide's work within the harbour, every kind of vessel, 5s. Each man employed as a hauler on the quay, 1s.

Ballast.—1s. 62d. per ton, delivered on board.

TONNAGE DUTY.-6d. per register ton. QUAYAGE.—ld. per register ton.

PLANKAGE.—1s. each vessel.

There is a good capstan at the pier head, and a large hawser always ready on the spot in case it is required, and a boat, for which there is not any fixed charge, as it depends so much on the risk the men may run.

## BALLINA, A SUB-PORT TO SLIGO.

REGULATIONS FOR THE NAVIGATION OF THE RIVER MOY.

That the pilotage rates on every ship or vessel from any port not being in the United Kingdom, shall be 3s. per foot of the admeasurement of such ship or

That on every ship or vessel from any port in Great Britain or Ireland, or the Islands of Jersey, Guernsey, Alderney, Sark, or Man, shall be 2s. per foot of the admeasurement of such ship or vessel, and that such pilotage rates shall be paid to the collectors at the quay toll-house.

That the masters of all vessels are required when they appear in the bay to hoist signals for the sea and river pilots, and to be particular in estimating the quantity of canvas which their vessels will require when coming over the bar and

up the river.

That no ship or vessel shall anchor or lie within the distance of one hundred yards of the entrances of the said channel or works, so as to obstruct the free navigation thereof, under a penalty to the master or owner thereof of £10.

That all ships or vessels discharging goods and merchandize shall be entitled to a quay berth, and that no ship or vessel shall load or discharge her cargo or any part thereof, except at such quays, wharfs, and landing places as shall be made and assigned for same by the harbour master, under a penalty to the master or owner thereof of £10.

That no person shall throw any ballast, gravel, stones, or rubbish, into any

part of the channel or river, under a penalty of £5.

That no person shall break down or injure any of the works, or any ship, rope, chain, or any buoys or perches in said channel, without being subject to fine, imprisonment, or transportation, as the said act is directed.

That the harbour dues and rates on every ship or vessel entering said channel and river from any port not being in the United Kingdom, shall be 6d. per ton on the rigistered tonnage of such ship or vessel; and on every other ship or

vessel, 4d. per ton.

That the said dues and rates shall be payable to the collector of the said commissioners, at or before the expiration of twenty-four hours next after such ship or vessel shall enter the said river or channel, or before leaving the same; and in case any master or other persons shall refuse or neglect to pay the same, that the collector of the said commissioners shall be and is authorized to take and distrain such ship or vessel, and to detain or dispose of the same until such dues and rates are satisfied.

That the master or owner of every ship or vessel shall be and is hereby required to produce the certificate of registry of such ship or vessel when thereto required by the collector or other person duly authorized by the said commissioners.

That the master or owner of every ship or vessel shall, within twenty-four hours after anchoring in said channel or river, deliver a true copy of the manifest of the cargo of such ship or vessel at the toll-house of the said commissioners, under a

penalty of £5.

That the tolls, rates, and duties on goods and merchandize, specified in the schedule affixed to the quay toll-house, and authorized to be levied by the said commissioners in pursuance of said act, shall be payable to the authorized collector of the said commissioners by the owner or consignee of such goods and merchandize; and in case of neglect or refusal to pay such tolls, rates, and duties, the said collector shall be and is hereby authorized to take and distrain such goods and merchandize, and detain the same until such tolls, rates, and duties are satisfied.

That no person shall be allowed to act as pilot, or take charge of any ship or vessel entering or departing from said channel or river, without being first duly authorized and licenced by said commissioners, and for this purpose shall always, when about to take charge of every ship or vessel, carry with him, ready to be produced if required, such licence; and if any person not licenced as aforesaid shall offer himself as a pilot, and declare at same time that he is duly licenced, every such person shall for every such offence be subject to a penalty of £10.

That no person shall remove or take away any stones, timber, or other ma-

terials belonging to the said commissioners, under a penalty of £5.

That all masters and other persons having charge of ships or vessels are required to lodge complaints, if any, with the harbour master, against any pilot who misconducts himself either in piloting ships or vessels in or out of said channel or river, or in any other manner whatsoever, and that the pilot master is and shall be authorized to suspend such pilot if he thinks proper, until the next meeting of the said commissioners.

That every sea pilot who takes charge of any ship or vessel in the bay, shall, and is hereby required to continue in charge of every such ship or vessel until such ship or vessel arrives at the quay, or safe place of anchorage, or until a river pilot appears to take charge of such ship or vessel, under the pain of dis-

missal for disobedience.

That all ships or vessels entering said channel, intending to load or discharge at the point or place called Runroe, are hereby required to discharge their ballast above high water mark, or at such other place along said channel as shall be pointed out for that purpose by the harbour master, under a penalty of £5.

That these rules and regulations be printed, and copies thereof furnished by the harbour master to the pilots, and that the pilots are required to deliver a copy of such rules and regulations to the master or other persons in charge of every such ship or vessel entering said channel, under pain of dismissal for disobedience.

That the harbour master and every other officer acting under the authority of the said commissioners, is particularly required to see that the foregoing rules and regulations are properly observed, and that all persons disobeying the same are prosecuted or otherwise punished as in said Act is more particularly required.

That all vessels coming to the quay shall have their loweryards peaked, sprit sail-yard, fore and aft, and jib-boom launched in, to avoid damage, or be subject

to the consequences arising from the neglect of this regulation.

The commissioners have it in contemplation to purchase a steam tug for towing vessels in and out of the river. Such a step would have a very desirable effect in facilitating the shipping interests of this rising town.

Francis Macdonnell, ship-agent.

## BALTIMORE—(See Appendix.)

### BALLYCASTLE, A CREEK IN THE PORT OF COLERAINE.

There are no harbour dues or other charges payable at this port, owing to the quay being in a complete state of dilapidation, and, consequently, the vessels frequenting this place are under the necessity of discharging and loading their cargoes in the open bay.

## BALLYRAINE, A CREEK IN THE PORT OF LONDONDERRY.

There are no regularly appointed pilots at this creek, or fixed rates of pilotage or port charges. Ballast for the taking.

## BALLYSHANNON, A SUB-PORT TO SLIGO.

RATES OF PILOTAGE, IN AND OUT.			s.	D.
Vessels loaded, from 1st April to 30th September, per foot,	• • •		2	0
" , from 1st October to 31st March, "	•••		2	6
Vessels in ballast, from 1st April to 30th September, per foot,	•••	•••	1	3
" from 1st October to 31st March, "	•••	•••		
Each boat's crew consists of four men, who are employed warping of vessels, at 5s. 10d. per tide.	l in	the to	wing	g or
Ballast.—Common stone ballast, 8d. per ton; limestone d	o. 1 <i>8</i>	per to	n,	

## BANNOW, A CREEK IN THE PORT OF WEXFORD.

There are no harbour dues paid at this creek, nor are there any regular pilots, the country people performing that duty, for which they are paid from 15s. to 20s. per vessel. Ballast about the same sum.

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### BANFF.

HARBOUR DUES.	8.	D.
Vessels entering to load or unload, per register ton,	0	2*
" when laid up to winter for six weeks, or a longer period, per		
register ton,	0	6
" when laid up for four calendar months or more, per register ton,		
per month,	0	2
" wind-bound, or otherwise, and not loading or unloading, per		
register ton,	0	14
BOATS.		-
Herring-boats for the season, payable at the commencement, each,	2	6
", ", wind-bound or otherwise, each,	1	0
Other boats, above two tons, each,	0	6
,, ,, under two tons, each,	0	3
All registered vessels and decked boats of ten tons or upwards to pay at		
the foregoing rates charged for shipping, according to their tonnage.		
BERTHING DUES.		
All vessels, under 30 tons, entering the harbour, each voyage,	1	0
30 tons and under 60 tons, ,, ,,	1	6
60 tons and under 80 tons, ,, ,,	2	0
80 tons and upwards, ,, ,,	2	6
PLANKAGE DURS.		
All vessels requiring the use of planks, to pay, for each plank they		
receive belonging to the harbour,	0	6
EAST PIER HEAD LIGHT.		
Small vessels, under 30 tons, if agreed for, per annum,	5	0
If not agreed for by the year, each voyage,	0	3
Vessels 30 and under 50 tons, each voyage,	0	6
,, 50 ,, ,, 70 tons, ,,	0	9
" 70 " " 100 tons, "	1	0
" 100 tons and upwards, "	1	6
Herring-boats, for the fishing season,	1	3

EXEMPTIONS.

The Banff pilot and fishing-boats so long as employed solely in piloting or fishing (boats at the herring fishing during the season excepted), are not to be charged with harbour dues, but if they are employed to carry goods, timber, stones, or other wares or merchandize, they must pay the ordinary rates.

Vessels which have sailed from the harbour and are put back by stress of weather, or from any other cause, without having accomplished their voyage, not

liable in additional dues for such return.

Vessels which may go into the dry dock or upon the patent slip within the harbour to be repaired, although such vessels should require six weeks or a longer period for that purpose, shall not be liable to wintering dues while they remain upon the slip or in the dock, but the dues only which such vessels would be liable to pay in any other circumstances.

PILOTAGE.—Vessels belonging to Banff, 10d. per foot. Every other vessel, 1s.

BALLAST.—Per ton, 6d. Dues, 3d.†
PILOT-MASTER'S FEE.—For every vessel bound to take a pilot 1s. one-half of which is payable by the pilot and the other by the shipowner.—Second boat, 58. Running out a warp and kedge, 5s.

DEPTH OF WATER.—Old Harbour, average spring tides, 11 feet; neap tides, 71 feet. New Harbour, average spring tides, 16 feet; neap tides, 121 feet.

<sup>\*</sup> Although 2d. per ton may be levied in terms of the act, the trustees do not at present exact more than 1d. per ton.

<sup>†</sup> Only 2d. of dues is at present charged, although the trustees are entitled to 3d.

There is a gas light kept burning on the pier, at the entrance of the harbour, from sunset till sunrise.

There is a Patent Slip at the harbour, which takes up vessels not exceeding 200 tons, old measure.

Wm. Edwards, berth and pilot master. | William Brown, collector of shore-dues.

James M'Donald, surveyor for Lloyd's.

## BANTRY, A CREEK IN THE PORT OF BALTIMORE.

There are no port charges payable on vessels at this creek; the light-house duties only are received here. Pilotage and ballasting are done by private agreement between the parties, no regular pilots or harbour master being established.

## BARLOCHAN, A CREEK IN THE PORT OF DUMFRIES.

This creek is three miles up the Orr, and about six miles from the very safe Bay of Balcary. One farthing per register ton is exacted for keeping up rings, bolts, perches, and palls. At Kipford, about a mile and a half below Barlochan, there is a large ship-building establishment, belonging to Messrs. Cumming.

DEPTH OF WATER.

At Barlochan, spring tides, 15 feet; neap tides, 10 feet.

At Kipford, spring tides, 32 feet; neap tides, 18 feet.

## BARMOUTH, A SUB-PORT TO BEAUMARIS.

PILOTAGE IN AND OUT.											
Vessels under 24 tons reg. £0 6 0   Vessels under 69 tons reg. £0	12	0									
24 and under 47 , , 0 8 0 69 and under 92 , 0	18	0									
47 and under 69 ,, ,, 0 12 0   92 and under 114 ,, ,, 1											
Ballast.—Sand, gratis; paving stones, 1s. per ton.											
Thomas Martin, harbour master.											
HARBOUR DUES.	s.	$\mathbf{D}_{\bullet}$									
For all ships or vessels belonging to foreign subjects coming from foreign											
parts, unloading their cargoes within the said Harbour, per ton,	0	8									
For all ships or vessels belonging to foreign subjects coming from foreign											
parts, arriving in the said port by stress of weather, per ton,											
For all ships or vessels belonging to Her Majesty's subjects coming											
from foreign parts, unloading their cargoes within the said Harbour,											
per ton,	0	5									
But if only coming by stress of weather, per ton,	0	2									
For all coasting vessels unloading within the said Harbour, per ton,	0	4									
But if only part of their cargoes, and proceeding to another port,											
per ton,	0	3									
For all coasting vessels unloading, having half of their cargoes of coals,	_	_									
and the other of merchandize, per ton,	0	3									
But if with coals only, per ton,	0	2									
For all vessels loading, per ton,	0	2									
Ballast or limestones, per ton,	0	1									

## BARROW, A CREEK IN THE PORT OF LANCASTER.

Vessels loading cargoes are liable to pay 3d. per ton for Walney Light duty, and 4d. per vessel for anchorage, warping chains, or buoys; 1s. on all vessels under 48 tons; 1s. 4d. from 48 to 60 tons; 1s. 6d from 60 to 80; 2s. from 80 to 100; 2s. 6d. all above 100; and 3d. per ton for loading iron ore.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 8 feet.

## BARRY, A CREEK IN THE PORT OF CARDIFF.

Barry harbour master is not empowered by any act of parliament to levy dues, but it has been the custom for vessels coming in to it to pay the aftermentioned dues.

The harbour is easily entered, and capable of containing upwards of 200 sail in perfect safety in all weathers, with a good bottom for vessels to lie upon

when dry.

The harbour and the adjoining coast contains unexhaustible quantities of the lias limestone, which, when made into mortar, is very hard and durable, and has the peculiarity of setting under water, and is therefore of considerable value for the building of piers, bridges, &c. (much of it being used in the construction of docks throughout the kingdom,) and which is the property of the lord of the manor, and is sold in the harbour at 1s. 2d. per ton, and 9d. on the beach; the collection of which, together with any other matters connected with the harbour, is entrusted to Mr. A. Fergus.

The great importance of the harbour is no doubt for vessels which want valuable ballast, or refuge in stormy weather, and only requires to be made more

extensively known to be of infinite use to the shipping in this channel.

### PILOTAGE.

Vessels under	50	tons	register	, 38	. 0d.	Vessels under 100	tons	register,	6 <i>s</i> .	0d
50 and under		,,	"	5	0	100 and under 150	"	"	7	0
80 and under	100	,,	27	6	0	150 and under 200	"	"	9	0

HARBOUR DUES.—For keeping up two marks upon two rocks, 6d. per mast. Each tide's work, 3s. 6d.

### DEPTH OF WATER IN HARBOUR.

Highest spring tides, 24 feet; half flood, 8 feet. 12 feet; half flood, 8 feet. Lowest neap tides,

## BEACHLEY, A CREEK IN THE PORT OF GLOUCESTER.

TUG STEAM-BOAT CHARGES. From Kingsroad to Beachley, per ton,									
" , to Sharpness Point, the entrance of the Gloucester and Berkeley Canal, per ton,	0	6 4 10							
RATES OF PILOTAGE.									
Coasting vessels drawing under 7 feet, per foot,	2	0							
7 and under 10 ,, ,,	2	3							
10 ,, 12 ,, ,	3 4	0							
12 ,, ,, 14 ,, ,,	5	0							
Foreign vessels drawing under 7 feet, per foot,	2	6							
7 and under 10 ,, ,,	3	0							
10 ,, ,, 12 ,, ,,	3	6 0							
12 ", 14 ", "	4 5	0							
14 and upwards, ,, ,,									

The anchorage at this place is very good, and there is excellent shelter; it is called Slimeroad Bay. There is also excellent anchorage at North Wickraze, and vessels of any size can lie afloat at low water.

BEAUMARIS-(See Appendix.)

### BECCLES, A CREEK IN THE PORT OF YARMOUTH.

The pilotage and dues on vessels are paid at Lowestoft, which see. There are plenty of tug steamers from Lowestoft to Beccles, and are per agreement. Vessels of a very light draft of water get up to Beccles, being 15 miles up the river.

The following are the charges on goods, as vessels seldom proceed up, but em-

ploy lighters:-

About 1d. per shilling, according to freight, for every quarter of corn or malt outwards. Sundry other articles, from 4d. to 8d. per ton.

### BELFAST.

### PILOTAGE PER TUG STEAM-BOATS.

E'rom.	F'olly.	, or	W hitehouse	Roads	, to	Garmoyle	, or	vice ver	rsa.		
Vessels under	350	tons	register,		•••		•••	•••	£4	0	0
350 and under	400	,,				•••			4		
400 and under	500	,,	,,	•••		•••	• • •	•••	5	0	O
500 tons and	ipwai	rds,		• • •			•••	•••	5	15	0

From Belfast to Garmoyle, or Whitehouse Roads, or vice versa.

											and	Coast	ers.
Vessels under	100	tons	register,	•••	•••	$\mathbf{\pounds 2}$	0	0	4	•••	£1	10	0
100 and under	125	,,	,,	• • •	•••	2	5	0	•••	•••	1	15	0
125 ,,	150	"	"	•••	•••	2	10	0	•••	•••	2	0	0
150 ,,	200	,,	27	•••	•••	3	0	0	•••	•••	2	10	0
200 ,,	250	,,	"	•••	•••	3	10	0		• • •	3	0	0
250 ,,	300	,,	"	•••	•••	4	0	0			3	10	0
300 ,,	350	,,	"			4	10	0		•••	4	0	0
350 ,,	400	"	"			5	0	0		•••	4	10	0
400 ,,	450	,,	"			5	5	0	•••	•••	4	15	0
450 ,,	500	,,	"	•••	•••	6	0	0	•••	•••	5	5	0
500 ,,	550	,,	"		•••	6	10	0	•••	•••	5	10	0
	upwa	rds,	••	•••	•••	7	0	0		•••	6	0	0

Should any vessel require a hawser for towing from the steam-boat, there will be charged, for the use of said hawser, 7s. 6d.

Should any vessel towed not succeed in getting either up or down in one tide, and require the assistance of the steam-boat again, £1 additional will be charged for each time she attends her.

Should any vessel require to be towed farther than mentioned in the above rates, a bargain must be previously made.

### PILOTAGE.

All trading vessels carrying merchandize are obliged to take a licensed pilot, coming from sea into Garmoyle, or to the quay, or going from the quay to Garmoyle, or to sea, or pay the regulated pilotage.

Any master not lying to for a pilot, or refusing to take the first that offers,

and afterwards taking another, shall be obliged to pay both pilots.

If it shall happen, that a pilot shall not appear alongside, and offer his services to a ship or vessel coming from sea into the said harbour, before such ship or vessel shall arrive in that part of the harbour called Whitehouse Roads, or during such time, as such ship or vessel shall be in the said Whitehouse Roads, and having a jack flying for six hours in day-light, then, in such case, it shall and may be lawful to and for any person whom the master or commander of the said ship or vessel shall think proper to appoint, though not a licensed pilot, to take charge and care of the said ship or vessel as pilot thereof, and no pilotage shall be paid by the master or commander of such ship or vessel to the corporation; and if it shall happen, that the master or commander of any such ship or

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vessel, going from Garmoyle to the sea, or to the quays of Belfast, having his jack flying, or from the quay of Belfast to Garmoyle, shall demand or require from the ballast office, a pilot, to conduct such vessel; and if a pilot shall not attend such ship or vessel within four hours after demand, by a requisition in writing, shall have been made at the ballast office, then, and in that case, it shall and may be lawful to and for any person whom the master or commander of the ship or vessel shall think proper to appoint, though not a licensed pilot, to take charge or care of the said ship or vessel; and no pilotage shall be paid by the master or commander of such ship or vessel to the corporation.

Any person offering himself as a pilot to a vessel must shew his license when

demanded, or forfeit 40s.

A licensed pilot, having taken charge of any vessel, neglecting or refusing to do his duty, and thereby causing any injury or unnecessary delay, to forfeit £5, and be dismissed for the second offence.

Masters of vessels are not to pay, or suffer to be paid, by any person for them, any money, or other reward, or gratuity whatsoever, for the piloting of their vessels by any licensed pilot, to any person save only to the ballast-master.

To entitle a licensed pilot to payment, the shipmaster must grant him a certificate, signed by himself or his mate, immediately on the vessel's arrival; masters refusing to do so, will be fined a sum equal to double the rate of pilotage. All pilots are provided with blank certificates.

	No. 1.	No. 2.	No. 3.	No. 4.
REGISTERED TONNAGE.	Vessels not having British Registers, arriving from or sailing on a foreign voyage	British Regis- ters, arriving from or sailing on a foreign	Vessels not steamers, trading to or from a Port in the United Kingdom.	Vessels being Steamers.
TONS. TONS.	£ s. D.	£ s. D.	£ 8. D.	£ s. D.
15 and under 20	0 8 0	0 6 0	0 4 0	0 2 0
20 30	0 10 0	0 7 6	0 5 0	0 2 6
30 40	0 16 0	0 12 0	0 8 0	0 4 0
40 50	1 0 0	0 15 0	0 10 0	0 5 0
50 60	1 4 0	0 18 0	0 12 0	0 6 0
60 70	1 8 0	1 1 0	0 14 0	0 7 0
70 80	1 12 0	1 4 0	0 16 0	0 8 0
80 90	1 16 0	1 7 0	0 18 0	0 9 0
90 100	2 0 0	1 10 0	100	0 10 0
100 110	2 4 0	1 13 0	1 2 0	0 11 0
110 120	2 8 0	1 16 0	1 4 0	0 12 0
120 130	2 12 0	1 19 0	160	0 13 0
130 140	2 16 0	2 2 0	180	0 15 0
140 150	3 0 0	2 5 0	1 10 0	0 17 0
150 160	3 4 0	2 8 0	1 12 0	0 19 0
160 175	3 8 0	2 11 0	1 14 0	1 1 0
175 200	3 12 0	2 14 0	1 16 0	1 3 0
200 225	3 16 0	2 17 0	1 18 0	1 5 6
225 250	4 0 0	3 0 0	2 0 0	180
250 275	4 4 0	3 3 0	2 2 0	1 10 6
275 300	4 8 0	3 6 0	2 4 0	1 13 0
300 325	4 12 0	3 9 0	2 6 0	1 15 6
325 350	4 16 0	3 12 0	280	1 18 0
350 375	5 0 0	3 15 0	2 10 0	2 0 6
375 400	5 8 0	4 1 0	2 14 0	2 3 0
400 and upwards.	6 0 0	4 10 0	3 0 0	2 5 6

Masters of vessels will take notice that the boats of the Belfast pilots have their numbers painted in figures, of twelve inches long, on the bows.

Vessels coming into the harbour, from stress of weather, or contrary winds, and vessels not coming nearer the quays than the Pool of Garmoyle, shall pay one-half only of the respective rates above-mentioned.

## OUTPILOTAGE.\*

OUITEDIAGE.				
Outside of the Black Head, or outside the buoy of the Brigs				
to the Whitehouse Roads, of 200 tons or upwards,	£2	2	0	
Under 200 tons,	1	11	6	
Outside the Grey-Point, or outside Kilroot-Point, of 200				
tons or upwards,		1	0	
Under 200 tons,				

The above rates for outpilotage do not include any vessels usually trading to this port, or whose masters are acquainted with the navigation. The branch pilots are not to take any advantage of the above rates, but to board all vessels coming into the harbour, where they may chance to meet them.

#### MOORING BUOYS AT GARMOYLE.

For every vessel under 200 tons,	10s.	per	week.
200 and not exceeding 300 tons,	158.	per	do.
300 tons and upwards,	20s.	per	do.

Any vessel being at the mooring buoy, and refusing to let any other vessel make use of it at the same time, to pay double; or any vessel anchoring so near the mooring buoy as to prevent another vessel using it, to pay as if using the buoy.

Any pilot taking charge of a vessel in Garmoyle, whose draught of water makes her reaching the quay that tide uncertain, must see that a sufficient number of people be kept on board to attend her night and day, or report the same to the ballast office or pilot master.

When a pilot takes charge of any vessel, either coming from or going to sea, he is not to quit her, either by day or by night, until the service is completed, without permission in writing from the master, or, in his absence, the mate of such vessel. The pilot is to be paid 6s. per day, when detained.

### QUAYAGE.

All vessels entering docks or mooring at quays to discharge or load any goods, to pay 3d. per register ton.

All vessels discharging or loading any goods, (except coals, inwards,) to pay 2d. per ton inwards—2d. per ton outwards—under half cargo, 1d. per register ton. Coals—Inwards, for vessel and cargo, 3d. per register ton. Lighters loading or discharging, 7s. per cargo. Rafts, 2d. per ton.

Vessels stopping at the quay for their own convenience, and not taking in or discharging cargo, and not remaining more than one week, to pay 2d. per ton.

Wintering		Under 50 tons, and lighters, 2s. 6d. 50 tons, and under 100 tons, 5s. 0d. 100 tons, and under 200 tons, 7s. 6d. 200 tons, and under 400 tons, 10s. 0d. 400 tons, and under 700 tons, 15s. 0d. 700 tons, and upwards, 20s. 0d.	per week,
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Three weeks allowed for discharging, and two weeks for loading: vessels remaining longer in dock to be charged as wintering vessels.

All quayage, dockage, and other charges on vessels, for the present or any former voyage, must be paid by the master or consignee before the vessel leaves the dock.

The quayage on goods payable by the owners.

<sup>\*</sup> For the convenience of strangers, there are out-pilots under the authority of the Belfast Corporation, at Groomsport, Donaghadee, Carrickfergus, and Islandmagee.

	701	676	651	626	8	576	551	526	50	476	451	426	\$ 51.	376.	351.	326	<u>80</u> .	276.	<b>2</b> 51 .	226	201.	176.	151.	126.	101	-		
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### BELFAST RATES OF DOCKAGE.—OLD DOCK.

Vessels.	For	ar T	ides.	Six	Ti	des.	Eig	ht I	lides	Te	n Ti	des.	Twe	lve '	Tides	Eve	ry '	Fide
															D.		8.	D.
Under 50 tons												0		6	0	0	2	6
100						0	3		0	3	17	0	4	4	0	0	3	6
150	. 3	13	0	4		0			0			6	6	8	0	0	4	6
200	. 4	7	6	5	3	6	6	0	0	6	10	0	7	0	0	0	5	0

Every ship or vessel (except such as are exempted by the act) coming into the harbour, from any port or ports whatsoever, shall pay the sum of 4d, for every ton per register of the burthen of said ship or vessel, to be paid on each and every voyage that any such ship or vessel shall make to the harbour of Belfast, whether such ship or vessel shall not take in or put out ballast in the said harbour.

All porterage to be paid immediately when the cargo is landed.

BALLAST.	Per	Ton.
Sand ballast, all vessels, from the lighters,	. 18	. 4d.
" " from the Ballast Wharf,	. 1	6
gent to Garmonia Roads	. 2	0
Stone ballast, all vessels, at the Quays,	. 2	6
,, sent to Whitehouse Roads or Garmoyle Roads	, 3	0

Vessels requiring ballast must enter at the Ballast office when all their cargo is discharged. Any vessel entering before she is discharged, to pay a penalty of £1. Vessels to receive their ballast in rotation, according to their entry. Any vessel requiring ballast must haul to the east side of the channel to receive it, and must not delay the ballast lighter longer than an hour for every ten tons, or pay a fine of 5s. for every hour so detained.

If the master or commander of any ship or vessel in the said harbour, shall take, or permit or suffer to be taken, into such ship or vessel, any ballast whatsoever, from any person or persons, save only from such person or persons as shall be appointed by the corporation for that purpose, or shall permit or suffer

any ballast whatsoever to be taken from such ship or vessel, save only by such person or persons as shall be appointed as aforesaid, then, not only the said master or commander, but also the person who shall deliver to or take from such ship or vessel such ballast as aforesaid, shall, for every such offence, forfeit a sum not exceeding £5.

George M'Kibbin, harbour master and Lloyd's agent.

## BEREHAVEN, A CREEK IN THE PORT OF BALTIMORE.

There are no harbour regulations or fixed rate of charges at this creek.

### BERWICK.

### HARBOUR DUES-(Continued).

For every ship or vessel coming into the said harbour for shelter, laden and not breaking bulk, for every ton, ...... 0 1\frac{1}{3}

For every ship or vessel coming into the said harbour for shelter, in bal-

The above are the present charges, but, by act of Parliament, four times the present rates may be charged. The following charge is unalterable:—

For every ship or vessel coming into the said harbour, 3s. 4d. per vessel over and above the before-mentioned rates and duties.

### PATENT SLIP FOR REPAIRING SHIPS.

Terms for the use of the carriage and machinery.

Vessels under	• • • • •		50	tons	register,		£ŏ	10	0
" 50 and	not	exceeding	100	"	,,		0	15	0
" 100		"	150						
,, 150	,,					• • • • • •			0
., 200 and	upw	ards,					1	10	0

FOR THE USE OF THE SLIP.

### BERWICK (NORTH).

#### PILOTAGE.

Tonnage.	Supposed draught of water.		te foot.	P	ilota; war	ge is.	Supposed draught of water.		ate foot.	Pi Ou	ilota twar	ge ds.		Tota and	
		8.	D	£	8.	D.	1	8.	D.	£	s.	D.	£	6.	D,
30	7	1	0	0	7	0	5	0	10	0	4	2	0	11	2
40	7 <del>1</del> 2	1	0	0	7	6	5 <del>1</del>	0	10	0	4	7	0	12	1
50	8	1	0	0	8	0	6	0	10	0	5	0	0	13	0
60	81/2	1	0	0	8	6	6	0	10	0	5	0	0	13	6
70	9	1	3	0	11	3	61	0	10	0	5	6	0	16	9
80	91	1	3	0	12	0	63	1	0	0	6	6	0	18	6
90	10	1	3	0	12	6	7	1	0	0	7	0	0	19	6
100	10	1	6	0	15	0	7	1	0	0	7	0	1	2	0
110	101	ı	6	0	15	9	71/2	1	0	0	7	6	1	3	0
120	11	1	6	0	16	6	8	1	0	0	8	0	1	4	6
130	111	1	6	0	17	3	8	1	0	0	8	0	1	5	3
140	11 <del>1</del>	1	6	0	17	3	8 <del>1</del>	1	0	0	8	6	1	5	9
150	12	1	6	0	18	0	8 <del>1</del>	1	0	0	8	6	1	6	6
160	121	2	0	1	5	0	9	1	3	0	11	3	1	16	3
170	13	2	0	1	6	0	9	1	3	0	11	3	1	17	3
180	131	2	0	1	7	0	9 2	1	3	0	11	9	1	18	9
190	14	2	0	1	8	0	92	1	3	0	11	9	1	19	9
200	141	2	0	1	9	0	10	1	3	0	12	6	2	1	6

The above to be in full, except in cases of extraordinary trouble; then it is recommended to the shipmaster to allow the pilot and boat's crew a reasonable sum for drink-money.

As it frequently happens (after the pilot is on board) that the vessel cannot get into the harbour for want of water, the pilot is then to be allowed, for the first and second tides, 4s. each tide for vessels from 30 to 60 tons register;—4s. 6d. from 60 to 100 tons;—5s. from 100 to 140 tons;—6s. 6d. from 140 to 200

tons. And should it happen that he is obliged to remain on board longer than two tides, in that case, he shall be allowed for every twenty-four hours he is on board, 4s. 6d. for the first class; 5s. for the second class; 5s. 6d. for the third class; and 6s. 6d. for the fourth class. To be reckoned from the high water he went first on board.

As it frequently happens that an extra boat is wanted for assistance, this boat

shall have four men; to be allowed 5s. among them for their trouble.

In the night, when ships for the harbour hoist their lights, the pilot-boat, when without the rocks, shall hold up a light in a good lantern, kept by them for the purpose; and, on no account, when the night is dark, to go without a lantern.

The first and second class of vessels shall be attended with a boat and three men. The third and fourth class shall be attended with a boat and four men.

Every shipmaster upon his arrival, or before he begins to unload any part of his cargo, must deliver to the shore-master the ship's register, in order to ascertain what dues are payable by said vessel, conform to the table: shipmasters failing so to do, or are found not giving a just and true account, will be fined in ten pounds sterling.

DEPTH OF WATER.—In spring tides the depth of water at the entrance of the harbour is 14 feet 9 inches, and in neap tides, 11 feet 3 inches.

#### BO'NESS.

PILOTAGE.—All vessels, 1s. per foot.

HARBOUR DUES.

British vessels, coastwise, with British goods, per ton, ....... 0s. 2½d.
British vessels, coastwise, with Foreign goods, per ton, ...... 0 3½
All vessels from foreign parts, with cargo, ......... 0 3½
PLANKAGE.—Vessels under 100 tons, 1s. 6d.; above 100, 2s. 6d.

#### BOSCASTLE, A CREEK IN THE PORT OF PADSTOW.

PILOTAGE.—2s. per 10 tons, according to the burthen of the vessel, and 6d upon each vessel, in addition, as a fee for the master pilot.

When a warp is rendered necessary, which is not often the case, 1s. in, and

3*8*. out

Men employed landing or shipping corn, bark, timber, or other merchandise, at 2s. per tide.

Ballast.—From the jetty, 10d. per ton, otherwise, 1s. 3d. per ton.

#### BOSTON.

#### STEAM TOWING COMPANY.

Vessels towed down the river to Hobhole, and from Hobhole to Boston, at the following prices, viz.:—

Drawing	5	feet	•••	•••	£0	15	0	Drawin	ng 8	feet	•••		£1	4	0
,,	5 <del>]</del>	,,	•••	•••	0	16	6	,,	81	"		•••	1	6	6
,,	6	,,	• • •		0	18	0	,,		,,					0
"	$6\frac{1}{2}$	,,	•••	• • • •	0	19	0	,,	91		•••		· 1	12	0
,,	7		•••			1	_	,,	10	"	•••		1	15	0
"	71	"	•••	•••	1	2	0	۱,,	10 <del>]</del>	"	•••	•••	2	0	0

Vessels drawing more than 10 feet and a half, or requiring the boat in any

other direction, to be towed by agreement; light vessels the same.

Vessels not getting down or up in one tide and requiring the steam boat afterwards, to pay half towage extra; and should any vessel require the boat a third tide or more, to pay one quarter of the original charge each tide.

The towage to be paid at the time of booking, and if the boat be not required

half the charge will be returned.

Any vessel having the turn and refusing or neglecting to go down when there is sufficient water, morning or evening, shall lose the said turn, and the following vessel take the same.

Persons going to or from Hobhole, 6d. each.

The company will not be answerable for any damage that vessels may do or receive whilst being towed.

Application to be made to Mr. Mountain, agent, at his office, Angel Court.

#### PILOTAGE IN AND OUT.

For every vessel, drawing under ten feet and a half of water, from High Horn or Boston Toft to the Scalp, or from the Scalp to High Horn or Boston Toft, 1s. 3d. per foot; and from High Horn or Boston Toft to Boston town, or from Boston town to High Horn or Boston Toft, 1s. 9d. per foot. And for every vessel, drawing ten feet and a half of water, or upwards, from High Horn or Boston Toft to the Scalp, or from the Scalp to High Horn or Boston Toft, 2s. per foot; and from High Horn or Boston Toft to Boston town, or from Boston town to High Horn or Boston Toft, 3s. per foot. And so on in proportion for every half foot of water.

#### LAWS FOR THE REGULATION OF VESSELS.

Every ship, barge, or vessel coming into the haven or harbour of the said port to deliver its cargo elsewhere than at and into any of the granaries near the river, shall take its turn at the public stairs or wharfs in regular succession with other vessels, under the direction of the harbour master; and no vessel shall occupy the inside berth at any of the public stairs or wharfs more than two days together, if another vessel is waiting to discharge or load a cargo.

The master or person having the charge of any ship, barge, or vessel, lying at the crane berth, or at any of the public stairs or wharfs, such vessel not being at work, shall remove the same for any other vessel requiring to be laden or unladen, to come into the inside berth, and such vessel as shall be so removed, shall be entitled to take the inside berth again, as soon as it shall be ready to load or un-

load its cargo.

All ships, barges, or vessels shall slack their thwart ropes on the flood tide to admit of free passage for other vessels; but on the ebb tide they shall only be

required to do so subject to the directions of the harbour master.

All ships, barges, or vessels entering the haven or harbour of the said port, shall have their anchors stowed on the forecastle, their studding-sail booms and irons removed from off their yards, their lower yards topped up, and their gib-booms launched snug in.

No ship, barge, or vessel shall be allowed to moor with her anchor down, higher

up the haven or harbour than the gaol.

No fishing boat shall be allowed to be laid up alongside the buoy yard.

Only one vessel at a time shall be allowed to lie alongside the steps or landing near the Anchor Public-house in High Street, and not more than two vessels shall be allowed to lie abreast at any other place in the river.

The harbour master shall direct and regulate the mooring and removing of all ships, vessels, barges, lighters, boats, and floats of timber, coming into, lying, or being within, or going out of the haven and harbour of the said port, and may cut, cast off, slacken, or loosen the ropes, cables, or mooring chains, by which any such ships, vessels, barges, lighters, boats, and floats of timber, shall be moored, fixed, or fastened, in such manner as he shall think proper, for the accommodation

safety, and convenience of the ships, vessels, barges, lighters, boats, and floats of timber, coming into, lying, or being within, or going out of the said haven or harbour.

No master of or other person belonging to any ship, vessel, barge, or lighter shall, during the time such ship, vessel, barge, or lighter shall lie in that part of the harbour which is between the Grand Sluice, in the said borough, and the Black Sluice, in the hamlet of Skirbeck Quarter, heat, boil, or melt, or cause or permit to be heated, boiled, or melted on board any such ship, vessel, barge, or lighter, any pitch, tar, resin, grease, tallow, oil, or any other combustible matter.

No person shall abuse, insult, or use offensive language to the harbour master

in the execution of the duties of his office.

#### FOR THE REGULATION OF PILOTS.

That the twelve pilots belonging to the port be under the direction of the headsman.

That six pilots shall always be at the upper station and six at the lower sta-

tion, to be regulated by the headsman.

That a pilot belonging to the upper station, taking a vessel from the town, shall continue his charge to High Horn or Boston Toft, if desired to do so by the master of the vessel, provided the same can be accomplished in one tide; but if the vessel be brought up at Hobhole or the Scalp, the pilot shall then be at liberty, and the vessel at the next tide shall be supplied with a pilot from the lower station, who shall attend to the signal from the vessel requiring such aid.

That the pilots of the lower station shall attend all vessels coming in from sea, and take charge of them either at High Horn or Boston Toft, and shall bring the vessel up to the town, if the same can be accomplished in one tide and the master requires it; but if the vessel be brought up at the Scalp or Hobhole, the lower station pilot shall then be at liberty, but he shall inform the headsman that such vessel will require a pilot from the upper station to attend her next tide.

That the signal for a pilot shall be the usual one, namely, by day, a jack at the fore-top-mast head, and by night, a lantern.

That the pilot-boat shall make for all vessels, particularly strangers, coming in from sea, at High Horn and Boston Toft, and put a pilot on board, if possible; and the pilot-boat shall in like manner take from off all vessels going away the pilots leaving the same, if possible.

That no pilot shall be released from the above rules and obligations, unless by

the sanction and approval of the masters of vessels.

Tidesmen from Boston to Clayhole,	5 <i>8</i> .	0d.
", to the Scalp,	4	0
And an allowance of a quart of ale, or 6	3 d.	6

Haulers from 6d., and a pint of ale and upwards, according to distance. As there is now a steam tug, they seldom exceed 1s. 9d. to 2s. per man.

PILOT'S FRES.—Optional; but it is customary to give from 1s. 6d. to 2s. and a quart of ale. Captains of large vessels from the Baltic give 5s.

HARBOUR DUES.—On all vessels, 7d. per ton (old register tonnage).

Vessels with corn from foreign parts pay the merchant for two men tumbling the bushel, viz. wheat and heavy grain, 6d. per last; oats, 4d. per last.

If men are required for hoisting the coals from the hold on deck,  $1\frac{3}{4}d$ , per ton; if carried out of the hold by the merchants' porters, from  $1\frac{1}{3}d$ , to 3d, per ton, according to the depth, as per agreement; and the customary allowance of half a pint of beer to each person, for every ten tons,

BALLAST.	-At Hobhole and Clayhole, if by tidesmen, per tide,	58.	0d.
,,	Brought alongside the ship, by lighters, per ton,	1	0
,,	When hove on board, per ton,	1	3
•	Or as per agreement.		

#### BOWLING BAY, A CREEK IN THE PORT OF GLASGOW.

			TO	WAGE.				
	$F_{rc}$	m Glasgow	or Green	ock to or from Bo	roling Bay.			
		•		•	•		Per	Ton.
A G8861	s drawing s	bove 6 te	et of wate	r, and not excee				
"	"	7⅓	77	"	9 <del>1</del> "	•••••	0	5
"	"	9 <del>]</del>	"	,,	10 <u>1</u> "	•••••		6
**	"	10 <del>1</del>	,,	,,	11½,		0	7
,,	22	11 <del>]</del>	22	,,	121 ,,	•••••	0	8
"	22	$12\frac{1}{6}$	"		$13\frac{1}{4}$ ,,		0	9
"	"	13 <del>\</del>	,,	27	14 ,,		0 :	10
"	. 22	14 <del>\</del>	**	**	151 ,,	******	Ò:	11
		For eve	ry addition	nal foot, Îd. per	ton.			
				TAGE.				
One-ha	If the char	es between		and Greenock	which are	as foll	οw	:
From	n Greenock	to Glasaow.	or Glasgo	w to Greenock, o	n the Tail o	f the B	anl	k.
Vessel	s not excee	ding 6 feet	dranght o	f water, per foo	t	1	Re.	04.
1 00002	o mos omoco	mmp 0 1000		al, per foot.	7			-
Voccol	s not excee	dina BA ton				,	3	0 .
A COORT					•••••		_	-
"			ia not exc	ecding 100,			3	6
"	"	100 "	•>	110,		••••••	4	0
"	,,	110 tons,	• • • • • • • • • • • • • • • • • • • •				5	0
••	••	Odd in	ches to be	paid in proporti	ion.			
				UR DUES.	-			

There are no quay or harbour dues, except on vessels loading or discharging in the canal basin, and not going through the canal, which come under the following regulations:—

1st.—On British or Irish vessels lying, loading, or discharging at the Tail of

the Lock in the river Clyde, or within the Inner Basin, 2d. per ton.

2d.—On Foreign vessels, in the same circumstances, 3d per ton. On goods landed or put into lighters from or loaded into vessels lying within the Basin, 2d. per ton.

The quay and harbour dues at Dumbarton are 2d. per ton, and pilotage the

same as at Bowling Bay.

100

Ballast.—No stipulated price for ballast at Bowling Bay or Dumbarton.

Formerly there was no regular harbour at Bowling Bay, but now there is a spacious basin or harbour, and a wharf in course of formation near the opening of the canal, which will be a safe and commodious place for vessels loading or discharging; and the trustees of the river Clyde being at the expense, it is believed there will be no harbour dues charged, as it is done to accommodate the Clyde shipping trade.

#### BRADWELL, A CREEK IN THE PORT OF MALDON.

There are no charges of any description at this creek.

#### BRIDGWATER.

#### PILOTAGE.

From Blackrock to the Town, or to any intermediate distance, and safely moored at the Mooring Post, or from thence back to Blackrock. Vessels 30 tons and under, £0 2 6 | Above 120 & under 150 tons, £0 15 Above 30 and under 50 tons, 0 3 0 ,, 150 200 1 0 50 0 4 0 300 1 80 200 ,, " 80 100 0 4 6 300 tons, ..... "

```
From the West of Burnham to the Town, or to any intermediate distance, and safely
    moored at the Mooring Post, or from thence back to the West of Burnham.
                                 3
                                    0 | Above 120 & under 150 tons,£1
Vessels 30 tons and under,
                            £0
Above 30 and under 50 tons,
                              0
                                  4
                                     0
                                                150
                                                              200
                                                                        1 10
                                                                               0
                                             ,,
                                                200
        50
                     80
                              0
                                  5
                                     0
                                                              300
                                                                        2
                                                                               O
                                                                    "
                                             ,,
                                                       ,,
                                  6
                                     6
                                                300 tons, .....
                                                                        2 10
       .80
                              0
                    100
              ,,
                          "
                                             ,,
   ,,
       100
                    120
                              0
                                  8
                                     0
From the opening of the Flat Holmes to the Westward of the Steep Holmes, to the
     Town, or to any intermediate distance, safely moored at the Mooring Post, or
    from thence back to the Westward of the Steep Holmes.
                                     ÓΙ
                                         Above 120 & under 150 tons,£1
Vessels 30 tons and under,
                             £0
                                  4
Above 30 and under 50 tons,
                              0
                                  5
                                     0
                                                150
                                                              200
                                                                               0
                                             ,,
                                                       ,,
                              0
                                  6
                                     0
                                                200
                                                              300
                                                                          10
        50
                     80
              ,,
                                                                    n
   ,,
                          ,,
                                                300 tons,
        80
                              0
                                  8
                                     0
                                                                        3
                                                                               0
                    100
   ,,
              "
                          ,,
       100
                    120
                              0 10
                                     0
From the West of Watchet to the Town, or to any intermediate distance, safely
     moored at the Mooring Post, or from thence back to the West of Watchet.
                                 5 0 1
                                         Above 120 & under 150 tons,£1 10
Vessels 30 tons and under,
                             £0
Above 30 and under 50 tons,
                                  6
                                     0
                                                150
                                                              200
                                                                        2 10
                                                                               0
                              0
                                             ,,
                                  7
                                                200
                                                                        3
        50
                     80
                              0
                                     0
                                                              300
                                                                               A
                                                                    ,,
                                                       ,,
              ,,
                                             ,,
        80
                              0
                                  9
                                      6
                                                300 tons,
                                                                        4
                                                                               0
                     100
              ,,
                                             ,,
   ,,
       100
                    120
                              0 12
                                     0
From the West of Minehead to the Town, or to any intermediate distance, safely
    moored at the Mooring Posts, or from thence back to the West of Minehead.
Vessels 30 tons and under, £0 6 0 |
                                         Above 120 & under 150 tons,£1 15
                                 7
                                     0
                                                              200
                                                                               0
Above 30 and under 50 tons, 0
                                                150
                                                                        3
                                                                    ,,
                                             ,,
                                                       ,,
                                                              300
        50
                     80
                              0
                                 8
                                     0
                                                200
                                                                        4
                                                                               0
                                             ,,
                                                       ,,
                                                                    ,,
                          ,,
   ,,
                                                300 tons, .....
        80
                     100
                              0 11
                                      6
              ,,
                          ,,
   ,,
                                      0 1
       100
                    120
                              0 15
                          ,,
  N.B.—If a master chooses to retain or employ a pilot for a tide in the bay or
```

#### PILOTAGE PER TUG STEAM-BOATS.

river, he shall pay for each tide 2s. 6d.

BRIDGWATER.	Sim	on's	inter-	Bla	ckro	ck, or medi-	To or Tail of or any mediate	Gore,
Vessels in ballast, or laden with coal or culm, ,, Laden with merchandise, not draw- )	'	08.	2d.		08.	er Ton. 3d.		4d.
ing more than nine feet water,	'	0	3		0	4	.0	5
" Laden with merchandise, drawing more than nine feet water,	(	0	4		0	5	0	6
COMBWICH PILL.								
Vessels in ballast, or laden with coal or culm,	(	0	0		0	2	0	3
" Laden with merchandise,	(	0	0		0	3	0	4

For any further distance to be subject to a special agreement with the master on board, or with Messrs. T. & J. W. Sully, secretaries.

N.B.—Any vessel requiring the steam-boat is requested to hoist two flags at the main.

FLOATING DOCK DUES.

Inwards, coastwise, per register ton, 3d. | Outwards, coastwise, with cargo, 14d.

Inwards, foreign, per register ton, 6d.

HARBOUR Dues.—On all shipping, 1s. each vessel, moorage, and 1d. per register ton.

BURNHAM LIGHTS DUES .- Every vessel, inwards, 3s.

Ballast.—Sand generally obtained free of cost, except lighterage.

# BRIDLINGTON—(See Appendix.)

## BRIDPORT.

PILOTAGE.
All vessels, under 8 feet, per foot, 28. 0d.
" above 8 and under 10, per foot, 2 6
" " 10 feet, per foot, 3 0
The same rates of pilotage to be paid outwards.
HARBOUR DUES.—Twopence per ton register, payable inwards only one penny per ton if in ballast.
Ballast.—Eightpence per ton, carted alongside the ship.
FRESH WATER.
Vessels 50 tons and under, 0s. 9d.   Above 100 and under 150 tons, 2s. 0d.
Above 50 and under 70 tons, 1 0 , 150 tons, 2 6
<b>"70 "100 "1</b> 6
J. B. Good, harbour master, and general shipping agent.
BRIGHTON, A SUB-PORT TO SHOREHAM.
· · · · · · · · · · · · · · · · · · ·
(SEE SHOREHAM.)
DICTO
BRISTOL.
PILOTAGE PER TUG STEAM-BOATS. S. D.
Bristol, to or from Kingroad, per ton, 0 4
Bristol, to Newport, River's Mouth, or to Penarth, per ton, 0 8
Bristol, to or from the Holmes, per ton, 0 8
Sharpness, to or from Kingroad, per ton, 0 6
Sharpness, to Newport, River's Mouth, or to Penarth, per ton, 0 10
Sharpness, to or from the Holmes, per ton, 0 10
Sharpness, to or from Slimeroad, per ton, 0 4
Newport, to or from the Spit, or Penarth, per ton, 0 6
Kingroad, to or from the Holmes, per ton, 0 4
Kingroad to Cumberland or Bathurst Basin, or vice versa, 0 5
Cumberland Basin to Newport or Cardiff, 0 11
Cumberland Basin to the Holmes, Newport, River Mouth, or Penarth Roads, 0 9
Gloucester to Kingroad, 0 8
Other distances in proportion.
PILOTAGE.
From Lundy Island, or westward thereof, to Kingroad.
Vessels under 100 tons reg. £3 3 0   200 and under 300 tons reg. £5 5 0
100 and under 200 ,, ,, 4 4 0 300 and upwards, ,, ,, 6 6 0
From Ilfracombe to Kingroad.
Vessels under 100 tons reg. £2 2 0   200 and under 300 tons reg. £3 10 0
100 and under 200 ,, ,, 2 16 0 300 and upwards, ,, ,, 4 4 0
From Minehead to Kingroad.
Vessels under 100 tons reg. £1 1 0   200 and under 300 tons reg. £1 15 0
100 1 1 1 1 1 1 1
From the Holmes to Kingroad.
Vessels under 100 tons reg. £0 10 6 200 and under 300 tons reg. £0 17 6 100 and under 200
100 and and 100 ;; ;; 0 14 0 ( 000 and aprilation) ;; ;;
Every pilot who unmoors or carries any vessel under 100 tons register from
any part of the river Avon, and moors her in Cumberland Basin or Bathurst
Basin, or who unmoors or carries any vessel from either of those Basins and
D 2

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moors her in, or proceeds with her down the said river, shall be entitled to the following pilotage:— Vessels under 40 tons reg. £0 4 0 | 60 and under 80 tons reg. £0 7 0 5 0 80 and under 100 " 40 and under 60 ,, ,, 0 10 " Every pilot who unmoors or carries any vessel from Portishead, Kingroad, Hungroad, or Broad Pill, or any other of such places, or proceeds with her on her voyage, shall be entitled to the following pilotage:-Vessels under 100 tons reg. £0 10 0 | 200 and under 300 tons reg. £1 0 100 and under 200 0 15 0 300 and upwards, ,, For each man employed on board, or for hauling or towing any vessel, and mooring or unmooring from Bathurst or Cumberland Basin to Hungroad, Pill, and Broad Pill, from either of those places to Cumberland or Bathurst Basin. the pilot shall receive and be entitled to 3s. 3d. per man; or from Bathurst or Cumberland Basin to Kingroad and Portishead, or either of them, or from either of those places to Cumberland or Bathurst Basin, he shall receive 3s. 9d. per The pilot shall be entitled to and shall receive for each tow-boat or yawl employed in towing or assisting, mooring or unmooring, any vessel from Portishead, Kingroad, Hungroad, or Broad Pill, into Cumberland or Bathurst Basin, and out of Cumberland or Bathurst Basin to Portishead, Kingroad, Hungroad, or Broad Pill, the following sums:-For a tow-boat, 68. • • • For a yawl, 34. • • • ••• He shall receive for every boat used in towing, unmooring, or mooring any ship or vessel from either of the following places, to any part of such places, viz.:-Portishead, Kingroad, Pill, or Hungroad, or for unmooring, new berthing, and again mooring any ship or vessel in either of the said last-mentioned places, the following sums :-For a tow-boat, 48. ... For a yawl, 2s. 6d. ... Every man who shall be engaged or be discharged at Hungroad or Pill without being employed to assist in mooring or unmooring, shall be entitled to his fee or wages, 2s. 9d.; and the pilot shall be entitled too for the boats not employed in so mooring or unmooring, For a tow-boat, For a yawl, 2s. 6d. and no more. The pilot of all vessels above 300 tons register shall be allowed 10s. for an assistant in the river pilotage—such assistant being a licensed pilot, and in default thereof, only 3s. 3d. shall be paid for such an assistant. There shall be allowed for each horse used in towing any ship or vessel, a sum not exceeding 6s., and 1s. to the driver. It is ordained, constituted, and provided, that the haven master shall be paid by the pilot for examining the pilotage note of a ship or vessel, as under:-Vessels under 100 tons register, £0 100 and under 200 2 0 0 " • • • 200 and upwards, 0 ... ... Such sum shall be added to the pilotage note, and paid therewith by the master, merchant, or owner of such vessel. MAYOR'S DUES ON VESSELS COMING WESTWARD OF THE HOLMES. Vessels of 60 and under 100 tons register, each voyage, £0 ••• ... 100 150 0 10 ,, ,, ,, ,, " ,, " ... 150 200 0 15 0 " ,, " " ,, ,, ••• 200 2501 10 0 ,, ,, ,, ,, " ... 250 and upwards, 0 ,, ,, ... ,, ,, QUAY WARDEN AND WATER BAILIFF'S FEES, Vessels under 60 tons register. £0 Vessels above 60 tons register, 0 5 0

• • •

Boats, Trows, or Barges,

...

0 0 4

#### DOCK DUES.

Vessels entering into the port of Bristol, except barges or other vess	els	pase	sing
or going to or from the Bath River Navigation, or Kennet and Avon	C	mal	, or
reshipping or discharging their cargoes to be again laden, and pass or	go	up	the
said navigation or canal, but not discharging any part of their carg	008	at	the
Quays of Bristol for sale, the several rates or duties, according to t	he :	regi	ster
tonnage of such vessels, viz.:			
For every vessel trading from Africa, Honduras, Surinam, and other			
ports in South America, the United States of America, the East			
and West Indies, all the ports within the Straits of Gibraltar,	_		
and the Southern Whale Fishery, per ton,	Eo	3	0
For every vessel trading from the British Colonies, Portugal, Prussia,			
Russia and Spain, without the Straits, and Sweden, per ton,	0	2	0
For every vessel trading from Flanders, France, without the Straits,			
Germany, Guernsey, Holland, Jersey, Norway, Poland, and Zea-			
land, per ton,	0	1	0
For vessels trading from Ireland, the Isle of Man, and Scotland, per		_	
ton,	0	0	8
For every vessel employed as a coaster (except as aforesaid), not in-			
cluding vessels from Cardiff, Newport, and other ports to the east-			
ward of the Holmes, at each entering into the said port, per ton,	0	0	6
For vessels from Cardiff, Newport, and other ports to the eastward of			
the Holmes (except as aforesaid), being market-boats or vessels			
having one-third part at least of the lading consisting of coal,			
scruff, tin, iron, tin plates, grain, copper, bricks, stones, coal, tar,			
slate, bark, timber or wood, and not exceeding 75 tons burthen,	_		
each voyage,	0	5	0
If exceeding 75 tons burthen, each voyage,	0	7	6
For all other vessels from Cardiff, Newport, and other ports to the			
eastward of the Holmes (except as aforesaid), viz.:-	_	_	_
Vessels under 40 tons burthen, per voyage,	0	7	6
40 and under 75 ,, ,, ,,	0	12	6
75 and under 100 ,, ,, ,,	v	16	0
100 and upwards, " " "	1	. 1	0
Exceptions to the above:—Vessels putting in for orders, or by	dis	tres	s ot
weather, and not using the floating harbour.			
ANCHORAGE AND MOORAGE.			
All coasting vessels from ports to the westward of the Holmes, not	_	_	_
exceeding 40 tons burthen, per voyage,		0	9
At and above 40 tons burthen, per voyage,	0	l per	6
	) (		0 <del>1</del> .
30 and under 100 ,, ,, £0 5 0 £0			01
100 and upwards, ", ", £0 5 0 £0			ı"
Ballast,—8d. and 9d. per ton.			
DEPTH OF WATER.—Neap tides, at Cumberland Basin, 18 feet; s	prir	ıg ti	ides.
35 feet.		5	,
m) T 1 0 11 1TT 0 0 1			

## BRIXHAM, A CREEK IN THE PORT OF DARTMOUTH.

Thomas Lovelin Smith and Henry Croft, custom-house agents.

No settled rates of pilotage. Boats' crews are always on the alert, and their charges are various, according to risk and state of the weather, from 10s. and upwards.

Assistance, in and out, can always be depended on; the harbour is easy of access at tide time, there being no danger.

Red gas light on the pier-head from sun-set to sun-rise.

Harbour dues on all ships, 2d. per ton register; taking on board and discharging ballast, 4d. per ton; limestone delivered alongside, 1d. per ton; discharging coals or culm, 6d. per ton. No harbour master's fees.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 12 to 14 feet; and from

2 to 4 feet at pier-head, at low water.

## BRUCEHAVEN, A CREEK IN THE PORT OF BO'NESS.

The pilots are regulated in their charges for pilotage by the printed laws of the Corporation of the Trinity House, Leith.

BALLAST .- Vessels ballasting in this harbour pay 1d. per ton from the shore,

and one halfpenny per ton for removing it from one vessel to another.

Anchorage Duty.—Vessels entering this harbour pay anchorage duty, at the rate of one halfpenny per ton of register tonnage. Vessels coming in loaded, and discharging their cargoes, or part thereof, pay anchorage, although their intention may be to load lime or coals at Charlestown, after their cargo is discharged.

## BUCKIE, A CREEK IN THE PORT OF BANFF.

PILOTAGE.—There are no fixed rates. The shipmasters make the best bargain they can, and in any case the charge not to exceed 1s. per foot.

HARBOUR DURS.—1d. per ton register. If wind-bound, one halfpenny per ton

register. Vessels laid up six weeks or longer, 3d. per ton register.

DEPTH OF WATER.—At spring tides there is from 9 to 10 feet of water. BALLAST FOR THE TAKING.

## BUDE, A CREEK IN THE PORT OF PADSTOW.

			PILO	TAGE.				
•		Per	r ton.			F	er t	on.
		S	D.				8.	D.
Vessels under	20 tons re	egister, 0	5 <del>3</del>	Vessels under	40 tons	register,	0	43
20 and under	25 ,,	,, 0	51	40 and under	80 "	,,	0	41
25 and under		,, 0		80 and under	100 "	"	0	41
				ion for larger ve				_
Dead Hobble	es, 1s. 6d.	each. U	se of	warps, 1s. 6d. pe	er vessel.			
				BASIN DUES.				D.
On all goods or	merchand	lise (exce	pt lin	restone or coals)	, per ton,		0	6
					• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • •	0	2
BALLAST.—	Sand, $9d$ . p	er ton.						
A 0 !	J 1:	1:~	he da	wima kha miahe	'at 4: 3 - 4	: 1 :- 1	L -:-	

A flag in the day time and a light during the night (at tide time) is hoisted on the Chapel Rock, near the break-water, when it is a proper state of the tide for vessels to come in, or on the cliff to the westward of the harbour, near the pleasure house, if they are to keep off.

## BUGILT, A CREEK IN THE PORT OF CHESTER. (See Appendix.)

## BURGHEAD, A CREEK IN THE PORT OF INVERNESS.

			P	ILOT	AGB.						
Vessels under	20 tons reg.	£0	2	6	50 and	under	80	tons reg.	£0	14	0
20 and under	30 ,,	0	5	0	80	,,	100	"	0	16	0
30	40 ,,	0	7	6	100	,,	120	"	1	0	0
40 ",	50 ,,	0	10	0	120	,,	200	~	1	10	θ

HARBOUR DUES.—Vessels loading or discharging, 2d. per ton; wind-bound, 1d. per ton.

Ballast.—No charge but carriage, which costs 6d. per ton; labourers' wages, in loading or discharging, 2s. per day.

#### BURNHAM.

PILOTAGE, INWARDS OR OUTWARDS.		8.	D.
British vessels, first tide, for pilot,	•••	• 2	6
" ,, Each man assisting, with allowance,	•••	1	4
", ", Each succeeding tide, for pilot,		1	3
", ", Each man assisting, with allowance,	•••	-	0
Foreign vessels, for pilot, per foot,	•••	1	6
" ,, Each man assisting, clear of all allowance,	•••	_	6
HARBOUR DUES.—A brig, schooner, or any two-masted vessel		_	-
smack, &c. 4s.	,,		-F)
N.B.—A basket hoisted during the day on the Cape Hill, east of	f tha l	arho	nr
denotes sufficient water to enter; 2 lights hoisted at the same place			
night, denotes the same. A pilot boat at the same time near the o			ще
DEPTH OF WATER.—Spring tides, 101 to 14 feet; neap tides, 6	to 7 1	<b>.399</b>	
Ballast for the taking.			

## BURNTISLAND, A CREEK IN THE PORT OF KIRKCALDY.

#### PILOTAGE.

There are no regular pilots here, but they generally charge at the rate of 1s. per foot, or whatever bargain the master of the vessel may make with those acting as pilots; but it is seldom that pilots are required, for if any master of a vessel has been once into the harbour they never think of taking a pilot, the entrance being quite clear, and by keeping the pier called the Iron Craig (which is in the centre of the harbour), quite open betwixt the two pier heads, any person may bring a vessel safe into the harbour.

#### HARBOUR DUES.

MIMPOUN DUDG		
For all vessels, per ton,	08.	1d.
For each fishing boat, per day (or in the option of the collector, to pay		
9s. for the fishing season, or find security for that amount)	0	2
For each steam boat, or ferry-boat, plying betwixt Burntisland and New-		
haven, or Leith, for each time they pass and repass, in lieu of anchor-		
age, exclusive of boat-silver,	0	1
And when on voyage to pay as coasting vessels.		
For all other steam-boats, not plying regularly between Burntisland and	l N	ew-
haven, or Leith, to pay the same as other vessels per ton.		
HARBOUR LIGHT.—One farthing per ton.		
Ballast.—Sevenpence to eightpence per ton.		

## BURRY, A CREEK IN THE PORT OF LLANELLY.

Burry is advantageously situated about half a mile to the eastward of Pembrey Harbour; it possesses great depth of water, is well sheltered, and there is an excellent roadstead within a short distance southward. A wet dock has also been completed, which will admit vessels of the largest class, the entrance at the dock gates being 45 feet. Excellent coal for smiths' use and steam engines is shipped at this harbour, as well as stone, coal, and culm of superior quality, from the Vale of Gwendraeth.

#### PILOTAGE.

Rules for the payment of pilots and hobblers taking charge of ships or vessels, trading over the Bar of Burry, and bound to Llanelly and upwards, as far as Llangennech.

LIMIT NO. I.

If a pilot be taken on board so far to the westward of the Holmes as to bring the Worms-Head to bear south, or the east of south, he is to be paid for every foot of water the vessel may draw.

Under 200 tons reg. 2s. 0d. per foot. 250 to 300 tons reg. 4s. 0d. per foot. 300 and upwards,... 5 0 ,, LIMIT NO. II.

If taken on board off the Holmes, when the bearing of the Worms-Head has westing in it, or anywhere outside the Barrel-Post on Whitford Sker, for every foot of water the vessel may draw.

Under 200 tons reg. 1s. 4d. per foot. 250 to 300 tons reg. 3s. 4d. per foot. 300 and upwards, ... 4 6 ,, LIMIT NO. III.

If taken on board inside the Barrel-Post on Whitford Sker, but outside the

Buoy No. 6, 6d. for every foot. If taken on board inside Buoy No. 6, when bound to Llanelly or farther up, or inside the Buoy at the entrance of Pembrey Harbour, if bound there, 2s. as

a hobbler. If bound to Penclawdd, Sluice Pill, Spitty, and Loughor, for vessels under 50 tons, 3s.; 50 to 100, 5s.; 100 and upwards, 7s. in addition to the usual rates. And if the vessels go to Llangennech, the pilot is to be paid 2s. over any of these three several rates, as the case may be.

From Llanelly to Pembrey, 9d. per foot.

Vessels outward bound, per foot of draught water.

Vessels under 60 tons, ....... 1s. 0d. 150 and under 200 tons,...... 2s. 6d. 60 and under 100 ....... 1 3 200 ,, 300 ,, ....... 3 6 60 and under 100 ,, ....... 1 3 200 ,, 300 00 ,, 150 ,, ....... 2 0 300 and upwards,

Every vessel paying 2s. and upwards per foot to be taken by the pilot clear of the Holmes.

All vessels of 150 tons register and upwards to pay the same pilotage inwards as outwards, provided they have on board a cargo equal to the amount of their register tonnage.

Each vessel to pay 1s. extra for the boat.

Vessels sailing from the port and putting back after having discharged their pilots, to pay half pilotage in and out.

That the pilotage to Pembrey and Burry be as follows, by the South Channel:-

If in limit No. I. 1s. 6d. per foot.

In limit No. II., outside buoy No. III., 1s. per foot.

Inside buoy No. III., and outside buoy No. IV., 6d. per foot.

Inside buoy No. IV., a hobble.

By the North Channel:-

If in limit No. I., 1s. 6d. per foot.

In limit No. II., outside buoy No. IV., 1s. per foot.

Inside buoy No. IV., and outside the Barrel-Post at Pembrey Old Harbour, 6d. per foot.

Inside the Barrel-Post at Pembrey Old Harbour, 2s. a hobble.

N. B.—The pilotage of vessels going into Pembrey above 200 tons register to pay the same as to Llanelly.

Out of Pembrey, per foot.

Vessels under 100 tons register, 1s. 0d. 150 tons to 200 tons register, 2s. 0d. 1 8 100 tons to 150 200 ,, 300 4s. 0d. 300 and upwards, .....

If any master of a vessel shall engage a pilot and hands to go on board his vessel to take her out, or transport or move her, if the vessel cannot be got ready to be moved that tide, the pilot and men engaged shall be paid 9d. each.

Each bar hobbler to be paid at the rate of 3s. 6d.

Every hobbler employed on board a vessel shall be paid 2s. per tide and no more, and this shall be the price in every part of the rivers Burry, Loughor, and Lliedi.

#### HARBOUR DUES,

For every vessel entering the outer harbour, 2d. per ton register. For every vessel entering the floating basin, 3d. per ton register.

The above rates are to be paid on entry.

For every ton of coal, culm, &c. shipped in the outer harbour. 1d. per ton wharfage.

For every ton of coals, culm, &c. shipped in the floating basin from the waggons, without being stored or deposited, 1d. per ton wharfage.

For every ton of coal, culm, &c. stored or deposited on the wharf and shipped from thence, 2d. per ton wharfage.

These rates to be paid by the shipper previous to the ship's departure.

#### BALLAST.

Vessels will be discharged of ballast as they come in turn.

The ballast will be discharged by men appointed by the company, under the direction of the Superintendent, at a charge for wheeling of 1d. per ton register.

Every man employed on board to be paid at the rate of 2s. 6d. per day. Each vessel to pay extra for the use of the planks and barrows, viz.:-

Not exceeding 100 tons regis. 1s. 0d. | Not exceeding 300 tons regis. 3s. 0d. 150 " 16 350 " " 200 " 0 "Exceeding 400 ,, ,, 4 ,, " 4 0 2 6 ,, "

The same charge extra for the use of the crane and tubs, if required.

## CAERMARTHEN, A SUB-PORT TO LLANELLY.

(See Appendix.)

## CAERNARVON, A SUB-PORT TO BEAUMARIS. (See Appendix.)

## CALSTOCK, A CREEK IN THE PORT OF PLYMOUTH.

TOWAGE, PER THE ALERT STEAM TUG. D. Vessels towed from Plymouth Sound, Catwater, or Devonport, to the under-mentioned quays, viz.: - Saltash, Cargreen, Were, Holeshole, or South Hooe Mine, per register ton, ..... 3 Vessels towed from Plymouth Sound, Catwater, or Devonport, to the under-mentioned quays, viz.:—Pentillie, Honavoirs, Halton, Chubhill, Cotehill, Ward Mine, Kelley, Calstock, Buts Pill, Smilting, Rumbley, Oakel Tar, Gawton, New, Morwellham, or Wear Head, per register ton, ..... The like sum for every vessel outwards.

Application for the steam-tug to be made to the master on board, or at Mr. Briton's Steam-packet Inn, North Corner Street, Devonport, or at Mr. Joseph Williams, jun., Victoria Inn, Calstock, where every information will be given.

PILOTAGE.	8.	D.
For every vessel from Plymouth Sound or Devonport to the under- mentioned quays, viz.:—Saltash, Cargreen, Were, Holeshole, or South		
Hooe Mine,	6	0
For every vessel from Plymouth Sound or Devonport to the under-men-		
tioned quays, viz.:—Pentillie, Honavoirs, Halton, Chubhill, Cotehill,		
Ward Mine, Kelley, or Calstock,	8	0
For every vessel from Plymouth Sound or Devonport to the under-men-		
tioned quays, viz. :-Buts Pill, Smilting, Rumbley, Oakel Tar, Gawton,		
New, Morwellham, or Wear Head,	10	0
The like sum for every vessel outwards.		
SALTASH DUBS.—For the Cobbler Buoy, or anchorage, each vessel inwa	rds,	18.

Saltash Dubs.—For the Cobbler Buoy, or anchorage, each vessel inwards, 1s.

Marsh or Tracking Dubs.—From Oakel Tar to any of the above-mentioned quays, 1s. per mast.

Each man employed as a hauler or hobbler, for every tide's work, 2s. and one

pint of beer.

Each man employed discharging cargoes, 1d. per ton, and one pint of beer for every 12 tons, and also a pint of beer at the beginning and finishing of the cargo, except a cargo of salt, for which each man is paid 2s. 6d. per day, and three pints of beer.

Each man employed loading vessels outwards, to be paid by the master 1s. per 20 tons, and an allowance for beer. Each man employed by the master to be

paid 2s. 6d. and three pints of beer per day.

Ballast.—Each man employed discharging or putting ballast aboard vessels, 1d. per ton, and one pint of beer for every 12 tons.—There is plenty of ballast in the river, and no charge made for it.

#### CAMPBELTOWN.

#### ANCHORAGE.

Each y	awl	an	choı	ing in	the			Vessels	30	to	40 to	as burthen,	28.	0d.
harbo	ur b	elor	ngin	gtoas	tran-			,,	40	to	50	,,	2	6
				n, not				,,	<b>50</b>	to	60	"	3	0
ployed	d in	the	fis	hing,		08.	3d.	,,	60	to	70	"	3	6
Every fi	shir	ng b	oat,			0	6	,,	70	to	80	"	4	0
Vessels	10	to	15	tons b	urther	n, 1	0	,,	80	to	90	"	4	6
,,	15	to	20	,,		1	6	,,	90	to	100	,,	5	0
,,	20	to	30	"		1	8	,,	100	to	120	"	6	0
							-							

And 1s. for each additional 20 tons.

Each fishing boat to pay for anchorage during the fishing season, if belonging to a stranger, 1s.; or, in the option of the skipper, to pay 6d. for each time the boat comes into the Loch, as above-mentioned.

Every boat, ship, or vessel belonging to a freeman, but freighted by an unfreeman, anchoring in the harbour during the continuance of such freight, to pay

two-thirds of the above anchorage.

And every boat, ship, or vessel belonging to an unfreeman, and freighted by a freeman, to pay one-third of the anchorage such vessel is liable for by the above table.

#### QUAYAGE.

Every boat, ship, or vessel belonging to an unfreeman, that shall load or unload goods at the quays of the burgh, or anywhere within the harbour, to pay over and above the said anchorage, another sum equal to the anchorage, for and in name of quayage; and in case such boat, ship, or other vessel, shall be freighted by a freeman, to pay only one-third of the said quayage; but in case the vessel, loading or unloading, shall belong to a freeman, and be freighted by

an unfreeman, then two-thirds of the said quayage to be paid. Declaring that where several persons, freemen and unfreemen, are jointly concerned in any boat, vessel, or goods of any kind, the freemen are hereby required to confess or declare to the town's taxmen or collectors, what part of such goods or vessels belong to the unfreemen so concerned, that they may pay taxes accordingly; declaring that if any freeman so concerned shall conceal the part of such boat, vessel, or goods, belonging to the unfreeman, he shall, upon conviction, not only forfeit his burgess ticket, but shall also pay taxes or town's dues as unfreemenrecourse being had to his or their oaths on these matters if necessary.

BALLAST. For each cart load, drawn by one horse, when taken from the head of  $0s. 2\frac{1}{2}d.$ For each similar cart load, when delivered below the uppermost Gunpawl on the Old Quay, and the uppermost Windlass-pawl on the For each similar cart load, though delivered above either of these

pawls, if the vessel requiring it has a convenient depth of water to take it on board without cartage, 31/2 For each ton of ballast brought alongside of the vessel requiring it by

the ballast lighter, If hove on board by the lightermen at the side port, for every ton 2d. addi-

tional is charged; or 3d. additional per ton if thrown upon deck.

Robert Macgregor, harbour master.

New Quay,

## CARDIFF.

BUTE SHIP CANAL, DOCK, OR BASIN.

PILOTAGE.—The rates of pilotage on all vessels taking pilots, in or out of the said Dock, are as follow:-

Coasting vessels inward or outward, 1d. per ton register.

Foreign or oversea vessels inward or outward, 11d. per ton register.

DISCHARGING BALLAST.—From  $\frac{1}{2}d$ .  $1\frac{1}{2}d$ . per ton register.

Town or Harbour Durs.—Under 60 tons register, 2s. 6d. per vessel. Above

60 tons register, 5s. per vessel.

There is a Steam Tug in constant attendance, and the charge is, if taken in and out, 3d. per ton register; if only one way, 2d. per ton register, for towing to or from Penarth Roads.

DEPTH OF WATER .- The depth of water at the outer gates is 32 feet spring tides, and 16 feet neap tides, and the breadth of the gates 45 feet. The outer basin has an area of about an acre and a half, and is calculated for vessels of great tonnage and steamers. The lock connecting the outer basin with the said dock is 36 feet in width. The gates can be thrown open; therefore length is not material. The inner basin is 4200 feet long, and 200 feet in width, and about half the length there is 19 feet of water, and the remainder 13 feet, with wharfage room on both sides to almost any extent. The Taff Vale Railway goes along the western side, and a branch is now in progress to run down the eastern side, and there is a water communication between the said dock and the Glamorganshire Canal.

#### GLAMORGANSHIRE CANAL.

PILOTAGE.—Ballast in, and cargo iron or coal out, 2d. per ton on the cargo; if laden inwards, a moderate charge in addition.

The Steam Tug, if taken in and out, 3d. per ton register; if only taken one way, 2d. per ton register.

DISCHARGING BALLAST-2d. per ton register.

Tonnage Dues-On vessels in and out, 2d. per ton register.

Town or Harbour Dues.—Under 60 tons register, 2s. 6d. per vessel. Above 60 tons register, 5s. per vessel.

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DEPTH OF WATER—Outside the lock gates, 22 feet at spring tides, and 6 feet at neap tides. The length of the lock is 97 feet, and width 27 feet. Immediately inside the lock there is 13 feet of water, then 12, 11, 10, 9, and 6 feet near the Custom-house, the length being nearly three quarters of a mile, and very narrow.

#### CARDIGAN.

PIL	OT	AG	E.
-----	----	----	----

Ve	ssels under	50	tons regis.	78.	0d.	110	and under	150	tons regis.	118.	0d.
50	and under	60	,,	8	0	150	"	200	,,	12	0
60	"	85	"	9		200	••	250	••	11	0
85	"	110	22	10	0	250	and above	θ,	*********	15	0
	• • • • • • • • • • • • • • • • • • • •		DAT.T. A	er 1			ATTNO	-			

DEPTH OF WATER ON THE BAR.—Spring tides 18 to 20 feet, and neap tides 12 to 14 feet.

The inhabitants have it in contemplation to apply for an act of Parliament for the improvement of the bar and harbour, and to establish tolls, &c.

#### CARLISLE.

#### DUTIES ON VESSELS NAVIGATING THE CANAL.

Vessels passing along the canal from the Solway Frith, with a cargo of 40 tons or upwards, for which tonnage rates shall have been paid, shall pass back free, if empty, or having goods on board, for paying the tonnage thereon.

Vessels passing along the canal from the Solway Frith with coals or charcoal only, and which shall have paid for 40 tons inwards, (although having less than that quantity on board,) shall also pass back free, if empty, or having goods on board, by paying the dues thereon.

Goods conveyed along the canal from the Solway Frith, and not discharged within the navigation, shall not be charged with the rates of tonnage, provided the vessel in which they are carried shall have paid for 40 tons of lading, or according to the regulations for empty or light vessels.

The tonnage on all articles to be ascertained by the gross weight, or cubic contents thereof; and documents showing the measurement of bale or dry goods must be produced.

Articles usually denominated light goods, to be calculated at 40 cubic feet to a ton.

When there shall be a fraction of a quarter of a ton in the weight of any lading, such fraction is to be calculated as a whole quarter of a ton.

Vessels passing along the canal more than one mile, and less than one mile and a quarter, shall be charged for one mile and a quarter; and if they pass more than a mile and a quarter, and less than a mile and a half, they are to be charged for a mile and a half, and in like manner along the whole length of the navigation.

In addition to the above, all vessels pay 3d. per ton for the Solway Frith buoys and light ship. They also pay, in addition, 1d. per ton for harbour dues.

Dimensions of Locks:—18 feet 4 inches wide; 72 feet 6 inches long; and 8 feet 6 inches deep. Length of the canal, eleven miles and a half.

For lights and buoys in the Solway Frith, see Fisher's Cross.

## CARSETHORN, A CREEK IN THE PORT OF DUMFRIES.

#### PILOTAGE.

All vessels coastwise, 2d. per ton. | All vessels from foreign, 6d. per ton.

## CASTLETOWN, ISLE OF MAN.

(SEE DOUGLAS.)

## CHARLESTOWN, A CREEK IN THE PORT OF BO'NESS.

The pilots are regulated in their charges for pilotage by the printed laws of

the Corporation of the Trinity House, Leith, for which, see Leith.

Anohorage Duty.—All vessels, of whatever size, loading in Charlestown harbour pay 1s. of anchorage duty.

All vessels taking the benefit of this

harbour, and not loading a cargo of coals or lime, pay one halfpenny per register ton of anchorage duty.

Ballast.—Vessels ballasting in Charlestown harbour pay ld. for every ton of ballast taken in, besides anchorage duty. Vessels discharging ballast on the quay pay 6d. per ton for having it carted away.

## CHARLESTON, A CREEK IN THE PORT OF FOWEY.

(See Appendix.)

#### CHEPSTOW.

PILOTAGE.—For vessels of 200 to 300 tons, from Kingroad through the Shoots to Chepstow, from £1 to £1 10s. Smaller vessels in proportion.

HARBOUR DUES.—For a mooring post at the entrance of the river, 1s. For the landing slip, 1s. Anchorage, 4d. These dues are paid to his Grace the Duke of Beaufort, as lord of the manor.

DOCKAGE.—The dockage is 1d. per register ton. The docks are all private

property. There are ballast wharfs near the docks.

DEPTH OF WATER.—The rise of the tide at Chepstow Bridge is upwards of 53 feet, spring tides. Vessels lie aground for eight hours between the tides. George Waters, harbour master.

#### CHESTER.

PILOTAGE								
From Sea to Hoylake or Dawpool, in winter,	Britisl	Vessels		Alic	ns.		Coa	stwise.
per foot,	48	. 0d.	•••	58.	0d.	•••	38	. 0d.
From Sea to Hoylake or Dawpool, in summer,								
per foot,	3	0	•••	4	0	•••	.2	0
From Dawpool to Flint, per foot,	2	0	•••	2	6	•••	1	0
" Flint to Connah's Quay, per foot,	1	0	•••	1	6	•••	0	6
, Connah's Quay to Chester, per foot,	1	0	•••	2	0	•••	0	6
TRACKAGE.		One I	lorse.				ne or	more h
From Chester to Lower Stage, 8 miles,		10s.	0d.		•••••		78.	0d.
" Chester to Aston, 6 miles,		7	6		•••••		6	0
" Chester to Sandycroft, 4 miles,		6	6		•••••		6	0
" Chester to Spy Hall, 3 miles,		5	6		• • • • • •			••
" Chester to Higher Herry, 2 miles,		4	6					••
" Chester to Stourbridge, 1½ miles,		3	6					••
" Chester to Houghs, I mile,		2	6					

Ballast.—If any person whomsoever shall discharge or cast out of any ship or vessel, being within the port of Chester, any gravel, ballast, or rubbish (except only on the land where the tide never flows), every such person so offending shall forfeit and pay the sum of £10.

John Moss, wharfinger and ship-agent, New Crane Wharf.

#### CHICHESTER.

PILOTAGE.—Into Chichester harbour, and up to Itchenor, or Emsworth:—British vessels, 3d. per foot; foreigners, one-fourth additional. The rates for vessels outwards are the same as for those inwards.

Agreements varying from 4s. to 10s. per vessel are generally made for conducting vessels between Itchenor and Deal Quay.

The rate for lay days is 7s. 6d. per day; days of coming in and going out not included.

Boomage, 1s. per vessel, outwards and inwards. For making fast to posts, 1s. per vessel. Anchorage, 4d. per vessel.

## CHRISTCHURCH, A CREEK IN THE PORT OF SOUTHAMPTON.

PILOTAGE.—All vessels under 50 tons, 5s. Above 50 and under 100, 10s. HARBOUR DUES.—On shipping belonging to the port, with grain, half-penny per quarter; other vessels, 1d. per quarter. Coals, 2d. per ton at Haven Quay, two and a half miles from Christchurch. London goods coastwise, per ton, in proportion to grain.

Ballast.—All vessels hitherto belonging to the port free; others, 2d. per ton.

## CLARE, A CREEK IN THE PORT OF LIMERICK.

(See Appendix.)

## CLAY.

## PREMIER STEAM BOAT.

Rates on all vessels towed inward or outward bound, 9 feet water, £1 11s. 6d.; above that draught, £2 2s.

When towed to or from the pit to the quay, or any other place within the

harbour, £1.

All vessels requiring the steam-boat are to make a signal, by hoisting a flag at the main-top-mast-head, within or without the harbour. Application for the boat to be made to the pilots, or commander, on board.

PILOTAGE.

From the 11th of October exclusive, to the 6th April inclusive, 1s. 6d. per foot.

From the 6th April exclusive, to the 11th October inclusive, 1s. 3d. per foot for every foot of water such ship or vessel or other craft shall draw.

For every foreign ship or vessel or other craft piloted to or from any part of the said port, double the aforesaid rates.

Each tides work within the harbour, every kind of vessel, 2s. 6d. for the pilot, and for each tidesman, 1s. 6d.

Anchorage on all vessels entering the harbour, 6d.

Hoisting the flag on Blackney Church Steeple, during high water, as a signal for ships to come into harbour, 1s. on all vessels.

HARBOUR DUES.

On all vessels trading to the port and discharging their cargoes, 1\frac{1}{3}d. per ton on the register tonnage.

On all vessels using the port for shelter, one halfpenny per ton on the register tonnage.

Double the aforesaid rates for foreign ships.

Richard Mayes, harbour master; William Penten, quay master.

E. Ellis, agent.

## CLEVELAND PORT, A CREEK IN THE PORT OF STOCKTON. (See Appendix.)

## CLIFDEN, A CREEK IN THE PORT OF GALWAY.

(See Appendix.)

#### CLONAKILTY, A CREEK IN THE PORT OF CORK.

PILOTAGE.—The charges for pilotage varies from 5s. to 10s., and for a towingboat, 5s.

Quayage, 1d. per ton. Plankage, 2s. 6d. Labourers, 1s. per day.

BALLAST .- Put on board, 6d. per ton.

DEPTH OF WATER.

On the bar, at high water:-Spring tides, 16 feet; neap tides, from 12 to

At South Ring (the principal shipping quay) and Driscol's Quay:—Spring tides, 12 feet; neap tides, 8 feet.

At North Ring Pier:—Spring tides, 10 feet; neap tides, 6 feet.

There is a pool, about 25 yards from the quay, where a vessel of 150 tons can float at low water, there being over 12 feet of water at spring tides.

The greater part of the channel, from the pier to the town is dry at low

#### COCKENZIE, A CREEK IN THE PORT OF LEITH.

(See Appendix,)

COLCHESTER.—(See Appendix.) COLERAINE.—(See Appendix.)

## COMBWICH, A CREEK IN THE PORT OF BRIDGWATER.

The charges at this creek are the same as at Bridgwater.

## CONWAY, OR ABERCONWAY, A CREEK IN THE PORT OF BEAUMARIS.—(See Appendix.)

#### CORK.

#### TOWAGE PER TUG STEAM-BOATS.

TONNAGE.	From Cove to	From Cove to	From Passage	From Black-		
	Cork.	Passage.	to Cork.	rock to Cork		
Under 100 tons, 100 and under 150 tons, 150 , 200 ,, 250 ,, 350 ,, 350 ,, 400 ,, 400 ,, 450 ,, 450 ,, 500 ,, 500 tons and upwards,	£3 3 0	£1 15 0	£2 2 0	£1 15 0		
	3 13 6	2 2 0	2 12 6	2 0 0		
	4 4 0	2 12 6	3 3 0	2 6 0		
	5 5 0	3 13 6	4 4 0	3 3 0		
	6 6 0	4 14 6	5 5 0	4 4 6		
	6 16 6	5 5 0	5 15 6	4 14 6		
	7 7 0	5 15 6	6 6 0	5 5 0		
	7 17 6	6 6 6	6 16 6	5 15 6		

All vessels from Cork to the Light-house, or from the sea, per agreement. Vessels in ballast towed from Cork to Passage for £1 1s. and to Cove for £1 11s. 6d, each, provided two vessels engage to start at the same time.

	ОΤ		

Between	Cork	Head and Poor Head, in a direct line east and west, from the
		1st of April to the 1st of October.
		Coasters and Colliers.

				- 1	0 UO	ve.		10	T 8.85	ree.		1.0	0 00	rĸ.
Vesse	els under 80	tons,		£0	5	0	•••	£0	7	6	•••	£0	10	0
,,	80 to 120	,,	••••••	0	6	0	•••	0	8	0	•••	0	12	0
"	120 to 200	and	upwards,	0	8	0	•••	0	10	0	•••	0	16	0
~			AÚ o	ther	Bri	tish	Vessels							
				T	o Co	re.		To	Pass	age.		To	Con	rk.
Vesse	els under 80	tons,		£0	6	0	•••	£0	8	0	•••	£0	12	0
,,	80 to 120	,,,		0	8	0	•••	0	10	0	•••	0	16	0
"	120 to 160			0	10	0	•••	0	15	0	•••	1	0	0
"	160 to 220			0	12	0	•••	0	17	0	•••	1	2	0
"	220 to 300		•••••	1	0	0	•••	1	10	0	•••	•••		
"	300 to 400		•••••	1	10	0	•••	2	0	0		•••		
"	400 tons ar		wards,	1	15	0	•••	2	5	0	•••	•••		
•		Ve	ssels takin	a ni	lota	wit	hin the	har	hom					
		•	A CONTIN	5 P1	1019	# IL	771			•				
			Coa	ster.	s an	a U	ollier <b>s.</b>							

	Cove to				•	Passage t	o Co	rk.
Vessels under 80 tons,	£0	2	4	•••	•••	£0	5	
" 80 to 120 "	0	3	4	•••		0	7	6
" 120 to 200 tons and	upwards, 0	4	2	•••	•••	0	8	4

				Au other	Bri	tish	V e <b>ss</b> el	8.				
				Co	ve t	o Pas	sage.			Passage	to Co	rk.
7	Vesse	els under 80	o tons,		£0	3	4	•••	•••	£0	7	6
	,,	80 to 12	0 "Í		0	4	2	•••	•••	0	8	4
	,,	120 to 16					0		•••	0	10	0
	"	160 to 22			_	6	8		•••	0	12	6
٠	"	220 to 30		••••••	0	12	0		•••			
	22	300 to 40				14	0	•••	•••		• • • • •	
				wards,			0	•••	•••		• • • • •	

The foregoing rates to be increased (inwards only) one-fourth from the 1st of October to the 1st of April.—All other vessels, not British registered, one-fourth additional.

The rates of pilotage outwards are the same as inwards, except for colliers and coasters in ballast, which are one-fourth less.

The rates of pilotage to and from Monkstown, and to or from the East Ferry, are the same as to Passage, and the rates to or from Ballinacurra are the same

as those to Cork.—Monkstown and Ballinacurra are creeks in the port of Cork.

Anchorage.—All vessels anchoring in Cork harbour to pay 1d. per ton. HARBOUR DUES .- All vessels discharging cargoes to pay 3d. per ton.

#### COWES.

PILOTAGE.—Harbour pilotage in or out, 1s. 6d. per foot. Transporting vessels in the harbour, 10s. 6d.

HARBOUR DUES .- Vessels not belonging to the port, under 50 tons, 1s. 4d.; above 50 and under 100 tons, 2s. 6d.; above 100 tons, 5s.

Ballast.—Sand, 1s. 3d. per ton; clean shingle, 1s. 9d. to 2s. Thomas Thorold, harbour master.

## CRAIL, A CREEK IN THE PORT OF KIRKCALDY.

Each vessel under 50 tons, hauled up for repair, as dock mail, 5s. 0d.
Vessels above 50 tons, as above, for dock mail,
Vessels of 100 tons, as above, for dock mail,10 0
Vessels coming from Anstruther Easter, Pittenweem, and Elie, are free in Crail.

Freemen pay no anchorage. Stranger boats pay 3d. each as anchorage. All strangers, being unfreemen, shall pay double the above dues.

All freemen or agents buying or selling consigned goods, being the property of an unfreeman, shall pay double the dues stated in the foregoing table.

All vessels loading corn, potatoes, or other goods, shall pay 1s. in name of gang-money.

## CREETOWN, A CREEK IN THE PORT OF DUMFRIES.

There is no charge on vessels at Creetown, as they all discharge on the beach, which is sand. Creetown lies at the mouth of the river Cree. In the channel, about a mile below Creetown, there is a bar, on which there is about 3 feet water at low spring tides. The depth of water on this bar is the same as at Liverpool Docks. When there is a tide of 21 feet at Liverpool there will be 21 feet on this bar. About three miles up the river there is a discharging place called Pilnure. There is no charge on vessels at this quay, except for pilotage. Vessels under 40 tons burden, up and down to Creetown, are charged 5s.; and if haulers are required, 1s. is charged for each man. There is another discharging place about a mile and a half from Creetown, called Carty. There is a bank after passing the entrance of Pilnure, called Pilnure Bank, which often shifts with heavy rains and freshes in the river. At the rise of 14 feet tides, by the table calculation, there will be about 8 feet water on the Bank of Pilnure, and so on. The charge at Carty is 2d. per ton register, where there is a quay for discharging. Pilotage to Carty, up and down to Creetown, is the same as for Pilnure, viz. 5s. A stranger coming to Creetown would require to take a pilot off Garliestown, as the channel is both crooked and narrow, with high banks of sand on each side.

## CROMARTY, A CREEK IN THE PORT OF INVERNESS.

PILOTAGE.—There are no fixed rates of pilotage at this creek. Shipmasters have to make the best agreement with the pilots they can.

HARBOUR DUES.

Ves	sels	under	6	tons	regis.	08.	3d.	Vessels under 75 tons regis. 4s.	0d.
6	$\mathbf{and}$	under	15	,,	,,	1	6	75 and under 150 ,, ,, 5	0
15	"	,,	30	"	,,	2	0	150 ,, ,, 200 ,, ,, 6	0
30				,,	,,	3	0	200 ,, ,, 300 ,, ,, 7	0
50	"	"	75	,,	"	4	0	300 tons or upwards, 8	0
					B	AL	LAST,	6d. per ton.	

## CROMER, A CREEK IN THE PORT OF CLAY.—(See Appendix.)

## CULLEN, A CREEK IN THE PORT OF BANFF.

							PIL	OTAGI	s.						
						58.	0 <i>d</i> .	Ves	sels	under	80	tons	regis.	88.	9d.
50	and	under						80			90	,,	,,	10	0
		"	70	"	"		6	90	"	"			,,	11	3
	"	"_	80	"	"	8	9	100	"	"	110	.,,		12	
		or Du	ES.	V	essels	wit	h ca	argoes	, 2d.	, per	ton;	if w	rind-bo	und	, 1 <u>1</u> d.
er to	n.														

Ballast, 3d. per ton; if taken out of the harbour, free.

## DALBEATTIE, A CREEK IN THE PORT OF DUMFRIES.

All vessels going to Dalbeattie pay one halfpenny per ton register for keeping up a horse road, and for gates upon it. Each vessel pays 3s. 6d. per tide for a

horse to track them up or down the river; and for each man, la per tide, and if to the foot of the river, from or to Dalbeattie, ls. 6d. It is regulated according to distance.

DEPTH OF WATER.—At high spring tides, about 16 feet; but at low neap tides,

vessels cannot get up to Dalbeattie.

# DARTMOUTH.—(See Appendix.) DEAL—(See Appendix.)

DERBYHAVEN, A SUB-PORT TO DOUGLAS.
(SEE DOUGLAS.)

## DEVONPORT, A CREEK IN THE PORT OF PLYMOUTH.

PILOTAGE.—For rates of pilotage, see Plymouth, the charge being the same from sea into Hamoaze as it is from sea to Catwater. A steam vessel occasionally tows vessels, but at no stated charge.

The principal landing place here is at the Mutton Cove, which is dry at low water, having 18 feet at high water spring tides, and at neap tides 10 feet, and

where vessels are supplied with ballast at 7d. per ton.

The charges on vessels, which discharge their cargoes, at the above-named place, for planks and fastenings, are as follow, viz.:—sloops, 1s. 6d., if large, 2s.;

schooners, 4s.; and brigs, 6s.

Harbour dues payable on all vessels to the Corporation at Saltash, 1s., which is the only charge made on vessels which discharge their cargoes in Hamoaze, or Stonehouse Pool. In Hamoaze there is water for the largest ship in the navy.

# DINGLE, A CREEK IN THE PORT OF LIMERICK. (See Appendix.)

## DONAGHADEE, A CREEK IN THE PORT OF BELFAST.

No harbour dues collected by the Crown. There is a light on the south pier for which hitherto no duties have been charged. No fees of any description demanded.

PILOTAGE.—No licensed pilots, or settled rates, but there are always boats in attendance, with whom masters of vessels agree as to the rate of remuneration, before the performance of the service. The usual charges are:—piloting in and berthing, 5s., 7s. 6d., to 10s. For large vessels, or in very bad weather, from 15s. to 20s. has been demanded. Piloting out and unmooring, 2s. 6d. to 5s. For a boat to run warps, 2s. 6d.

Men to assist in loading or unloading, 2s. 6d. each a-day. Vessels shipping cattle are charged the lowest pilotage. If the pilots are engaged to load, they charge 10s. and upwards, according to trouble.

MANORIAL TOLLS.

The lord of the manor claims and collects the same tolls in the present harbour as in the old harbour, which was destroyed in the construction of the new one.

On shipping loading or unloading:—For each vessel under 15 tons, 6d.; above 15 tons, smack rigged, 1s.; sloop rigged, 1s. 6d.; schooner, 2s.; brig, 2s. 6d.; ship, 3s.; steamer, 2s. 6d. No charge on wind-bound vessels.

For each vessel hauling up on the graving bank, 5s.

Ballast.—Manorial charge, 3d. per ton; delivering alongside, 1s. per ton, for which shingle or sand may be had; a trifle additional may be charged for the trouble of collecting stone ballast.

trouble of collecting stone ballast.
Lientenant J. H. Davies, R. N., crown harbour master; William Thomson,

water bailiff and ballast master.

## DONEGAL, A CREEK IN THE PORT OF SLIGO.

## PILOTAGE. | Per foot of draught water. | From Dooran Rock to Green Islands, ... | 1s. 0d | ... | 0 9 | ... | ... | 1 3

DEPTH OF WATER.—From Dooran to Green Islands, about 20 feet; and from Green Islands to the quay, about 12 feet, ordinary spring tides with a W. or S.W. wind.

#### DOUGLAS, ISLE OF MAN.

#### BYE-LAWS FOR REGULATING THE HARBOURS OF THE ISLAND.

Any vessel, through mismanagement, injuring the quays, &c., to repair such injury, under penalty of double the value of the damage.

No chain cables to be used in mooring vessels, penalty £2. No ballast to be discharged without a port sail, penalty £2.

Vessels heaving ballast or stones into the harbour, penalty £2 per ton.

No person to heave stones, dung, &c., into the harbour, penalty £2; and if not

removed when ordered, a further penalty of £5.

Masters of vessels not obeying harbour masters in mooring vessels, penalty  $\pounds 5$ ; all expenses incurred by the harbour master in mooring vessels to be paid by the master or owners of the said vessel. Any person obstructing the harbour master in executing his duty, penalty  $\pounds 5$ .

No person to make a fire on the quay without permission, penalty £1.

No clog fenders to be used unless hung lengthways, penalty £1.

Any person throwing off ends or cutting hawsers, besides paying the damage to the owners, to forfeit £5.

All gunpowder to be landed immediately on arrival; penalty of £2 for every

24 hours it remains on board.

Any dock made for repairing vessels in the harbour to be filled up in 24 hours after the removal of the vessel; penalty £5 for every 24 hours it lies open.

No vessel to unload ballast at night, penalty £10.

No timber, iron, &c. (unless for repairing vessels), to be left on the quays longer than two days; for every day longer than the said two days, after notice given by the pier master,  $\pounds 1$ .

No vessel to be allowed to take ballast from another; penalty £1, unless by

leave of the commissioners of harbours.

Ballast not to lie on the quay longer than 24 hours, penalty 54.

Vessels unloading merchandise to have the preference of berth in turn.

Vessels taking in goods to have any unoccupied berth, but to give it up on the arrival of a loaded vessel.

Obstructing collectors of harbour dues in executing duty, penalty £5.

Persons quarrying stones below high-water mark, to forfeit £2 for every offence. One person at least to be on board every vessel when afloat, in harbour or bay, penalty £2.

Proprietors of limekilns to screen their lights, if liable to be mistaken for har-

bour lights, penalty £5.

Persons firing on the pier, &c. (except on days of public rejoicing), penalty 10s.

Boats plying for passengers without license, penalty £2; and owners to be accountable for breach of harbour laws by any of the crew.

No person to erect stalls on the quays to cure fish, or deface the quays, &c.,

penalty £1 for every offence.

PILOTAGE.

Vessels under 40 tons, ....... 5s. 0d. Vessels of 60 and under 100,... 13s. 0d. Vessels of 40 and under 60 tons, 7 0 Vessels of 100 tons and larger, 20 0

The above rates to be in full of all charges, including a boat with four men.

No vessel compelled to take a pilot; but when employed, the above rates to be paid.

Any person demanding more than the above rates for pilotage, to forfeit £5.

Vessels having gunpowder on board not to use fire or light until the same be discharged, penalty £20.

Suits for breach of the foregoing bye-laws to be instituted within 20 days, in a summary way, by petition, before the water-bailiff.

All the foregoing penalties to be paid in British money.

TONNAGE DUES.

All vessels in ballast, per ton,..... 2d. | Vessels discharging carge, ...... 4d. Vessels, with cargo, not discharging, 3d.

All vessels employed in the herring fishery on the coast of the Isle of Man,

pay 15s. per vessel for the season.

These rates are payable by vessels (coming across the Channel) on entering any harbour in the Isle of Man; but on being once paid, they are not again chargeable should such vessel proceed to any of the other harbours on the same voyage.

HARBOUR MASTER'S FEE.—All vessels entering the harbour, 1s. per mast.

Ballast.—Vessels taking ballast off the quays are charged 6d. per ton for the quantity put on board. Limestone is often shipped as ballast at Castletown and Portlemarie, in the port of Darbyhaven. The price of limestone for ballast is about 6d. per ton, which is very plentiful near both the above places.

#### DOVER.

PILOTAGE.—Vessels, inwards, 5s. per foot; outwards, 3s. per foot. The pilot furnishes a boat and crew to run away ropes, &c., independent of which, there is a boat belonging to the harbour, under the direction of the harbour master, to run away the first rope and see the vessel into safety, gratis.

HARBOUR DUES.—On all ships of the burthen of 20 tons and upwards entering the harbour, except those in ballast, and vessels laden with coal, culm, or stone, 3d. per ton. Vessels laden with coal or culm,  $1\frac{1}{2}d$ . per imperial chadron. Vessels laden with stone,  $1\frac{1}{2}d$ . per ton. Vessels clearing out, with cargoes, 3d. per ton. Vessels entering the harbour in ballast pay no harbour dues.

Vessels cleared out at other ports, having paid any portion of the above dues,

are only subject to the difference on entering.

WATER BAILIFF'S FEE, &c .- A small local due for harbour water bailiff's

fee, bridges, &c., from 1s. 6d. to 3s. per vessel.

A red flag is hoisted on the South Pier by day when there are ten feet water in the harbour, and kept flying till the water falls to ten feet; and by night, two red lights are hoisted on the South Pier when there are ten feet water in the harbour, and kept up till the water falls to ten feet.

#### DROGHEDA.

No fixed rate of charges for steam towing in or out, it being generally agreed on between the masters of vessels and the steam-packet company.

PILOTAGE.

Vessels under 3	0 tons registe	r not	sub	ject i	юp	niota	ge.				
30 to 50 tons	£1	. 0	01	80	to	90	tons,	•••••	£1	15	0
50 ,, 70 ,,	´ 1	. 5	0	90	99	100	,,	•••••	2	2	0
70 , 80 ,											

Above 130 tons, 5s. per foot of draught water.

Vessels coming in loaded, and going out in ballast, or coming in in ballast and going out loaded, one-fourth of the pilotage to be deducted. If towed in by steam, one-third of the pilotage to be deducted, and if towed in and out, one-half to be deducted.

Vessels coming from foreign ports, or from any of the British Colonies, pay the following pilotage, according to their respective sizes, viz.:—

 Vessels under 100 tons reg.
 £3
 0
 0
 Vessels under 200 tons reg.
 £4
 10
 0

 100 and under 120
 "
 3
 10
 0
 200 and under 250
 "
 5
 10
 0

 120
 "
 150
 "
 4
 0
 0
 250
 "
 300
 "
 6
 10
 0

 150
 "
 "
 200
 "
 4
 10
 0
 300 and upwards, .......
 8
 0
 0

#### HARBOUR DUES.

Vessels coming from one part of Ireland to another pay 3d. per register ton. All vessels coming in with a cargo and going out loaded, or in ballast, 6d. per ton. Vessels coming in in ballast and going out loaded escape this charge, but there is a new bill about to be brought into Parliament to remedy this.

Boats inwards, 7s. 6d. to 10s. per boat.

HARBOUR MASTER'S FRES.—Vessels under 50 tons, 2s. 6d.; from 50 to 80 tons, 4s.; and above 100 tons, 5s.

One halfpenny per ton for the payment of quay police.

Tubs for weighing coals, weights, &c. 2s. to 4s. per set, according to size.

Plankage, 1s. 6d. to 2s. 6d.

John E. Appleyard, collector of harbour dues and pilotage.

## DRUMORE, A CREEK IN THE PORT OF STRANRAER.

There are no stationed pilots at this creek, but pilots can be got when required. There are no lights or flags in the harbour.

HARBOUR DUES.—Vessels loading or discharging pay 2d. per register ton. Vessels putting in owing to stress of weather pay 1d. per register ton.

Ballast.—The only charge for ballast is the cartage.

DEPTH OF WATER.—Spring tides, from 12 to 14 feet; neap tides, from 6 to 9 feet.

## DUBLIN—(See Appendix.)

#### DUMFRIES.

PILOTAGE —All vessels 1s. per foot of draught water, or if employed by the tide's work, 1s. 6d.

HARBOUR DUES.—On all vessels belonging to or frequenting the port, 2d. per register ton. On all merchandise, shipped or landed, 1s. per ton, with the exception of coals and lime, which is 6d. per ton.

Ballast.—1s. per ton.

John Chesney, harbour master.

#### DUNBAR, A SUB-PORT TO LEITH.

PILOTAGE.

The same pilotage outwards and inwards, and the pilot is required to have and to pay for his own boat and boat's crew; but in cases of extraordinary trouble, it is expected, and the master of the vessel is recommended, to allow the boat's crew something additional.

When, as frequently happens in course weather, an extra boat is required, she

must have four men, and be allowed 5s.

There are also the following occasional charges:—For snatching the rope to the beacon, 1s. 6d.; to the person in charge of the pier rope, 6d.; to haulers into the harbour, 1d. during day, and 2d. at night.

#### PILOTS' CHARGE FOR TIDE-DUTY.

1st	and 2d tid	e at sea,	for vessels from	30 to	60	tons,	48.	0d.
22	<b>3</b> )	27	27	60 "	100	97	4	6
"	"	99	<b>)</b> ,	100 "	140	22	5	6
,,	"	"	<b>3</b> 7	140 "	200	27	6	6

And for every 24 hours after the first two tides, 4s. 6d. for the first class of vessels; 5s. for the second; 5s. 6d. for the third; and 6s. 6d. for the fourth.

During the herring fishery, which lasts from the middle of July till about the same time in September, a light is hoisted every night on the east pier.

HARBOUR DUES.—Vessels loading or discharging, 2d. per ton register; wind-bound, 1d. per ton.

Ballast.—Laid down on the quay, 1s. \(\frac{1}{2}d\). per ton.

Depth of Water.—Spring tides, 13 feet; neap tides, 8 feet.

James Ramage, harbour master.

#### DUNDALK.

Towage.—There are two fine steam-boats that take vessels in and out of this port per agreement.

PILOTAGE.

		ز	Vo.	1.	1	Vo.	2.	1	Vo.	3.
REGISTE	RED TONNAGE.	havi Regi rivir saili	ng B stera ng fro	s not ritish s, ar- om or on a oyage.	Briti ters, from	sh F ar or s	with legis- riving ailing reign	stear ing t	ners to or ort i ed	s not trad- from n the King-
		£	s.	D.	£	8.	D.	£	8.	D.
Vessels of 30	and under 40 tons,	0	12	0	0	9	0	0	6	0
,, 40	50 ,,	0	15	0	0	11	3	0	7	6
,, 50	60 ,,	0	18	0	0	13	6	0	9	0
,, 60	70 ,,	1	1	0	0	15	9	0	10	6
.,, 70	80 ,,	1	4	0	0	18	0	0	12	0
,, 80	90 ,,	1	7	0	1	0	3	0	13	6
,, 90	100 ,,	1	10	0	1	2	6	0	15	0
" 100	110 ,,	1	13	0	1	4	9	0	16	6
,, 110	120 ,,	1	16	0	1	7	0	0	18	0
,, 120	130 "	1	19	0	1	9	3	0	19	6
,, 130	140 ,,	2	2	0	1	11	6	1	1	0
,, 140	150 ,,	2	5	0	1	13	9	1	2	6
,; 150	160 "	2	8	0	1	16	0	1	4	0
,, 160	175 ,,	2	11	0	1	18	3	1	5	6
" 175	200 ,,	2	14	0	2	0	6	1	7	0
,, 200	225 ,,	2	17	0	2	2	9	1	8	6
,, 225	250 "	3	0	0	2	5	0	1	10	0
" 250	275 ,,	3	3	0	2	7	3	1	11	6
" 275	300 "	3	6	0	2	9	6	1	13	0 .
" 300	325 "	3	9	0	2	11	9	1	14	6
" 325		3	12	0	2	14	0	1	16	0
,, 350	375 ,,	3	15	0	2	16	3	1	17	6
" 375		3	18	0	2	18	6	1	19	0
,, .400	and upwards.	4	1	0	3	0	9	2	0	6

HARBOUR DUES.—All vessels, British or Foreign, 6d. per register ton. Ballast.—British vessels, 1s. 2d. per ton; Foreigners, 1s. 6d. per ton. John Lawless, harbour, ballast, and pilot master.

#### DUNDEE.

#### PILOTAGE.

For vessels to or from foreign, boarded at the distance of not more than three miles outward of the Buoy of Tay, or at any point between that distance and the said buoy, and from thence to and including the harbour of Dundee, 3s. 6d. per foot, according to the draught of water.

For vessels to and from foreign, boarded between the Buoy of Tay and the buoy on the Elbow-end, marked No. 3, and from thence to and including the

harbour of Dundee, 2s. 6d. per foot.

For vessels to or from foreign, boarded between the said Elbow-end Buoy, No. 3, and Broughty Castle, and from thence to and including the harbour of

Dundee, 1s. 3d. per foot.

All coasting vessels boarded at the respective distances above-mentioned to pay as follows, viz.:—Vessels boarded not more than three miles outward of the Buoy of Tay to pay 3s. per foot; between the Buoy of Tay and the Elbow-end Buoy, No. 3, 2s. per foot; and between the Elbow-end Buoy and Broughty Castle to and including the harbour, 1s. per foot.

All vessels, whether foreign or coasting, boarded above Broughty Castle, to

and including the harbour, 1s. per foot.

In the event of vessels having to stop in Carolina Roads for want of water in the harbour, or otherwise, the master of the vessel shall have it in his option either to dispense with the services of the pilot, or detain him on board till the vessel can enter the harbour. In the former case, the pilot shall be entitled to full pilotage dues: in the latter, the pilot shall be entitled, besides these dues, to 5s. for each day, or part of a day, in name of river fees.

When vessels enter the river, bound for places above Dundee, and having pilots on board, the river or sea pilotage, including the harbour, shall be payable

in full when the vessel is moored or off Carolina Roads.

All vessels boarded beyond the distance of three miles from the Buoy of Tay, and not exceeding six miles, to pay 10s. 6d, additional for distance money; and vessels boarded six miles beyond the said buoy of Tay, to pay 15s. of distance money.

In case of dispute, the distance shall be ascertained by the bearings of the different headlands when the vessel was boarded.

Rates for Vessels from Dundee Harbour or Carolina Roads to the Ports and Creeks up the River Tay.

Draught of Water.	Balmerino or Kingoodie.				Erro or elgav			N	lewb	urg	h.			chyr				Per	rth	,	
water.		Coasting.			Ship oasti			Ship oasti	ing.		ips f			Ship oasti		C	Ship oasti			ips f	
8 feet or	£	s.	D.	£	s.	D.	£	s.	D.	£	8.	D.	£	8.	D.	£	5.	D.	£	s.	D.
under,	0	7	6	0	12	0	0	15	0	1	0	0	0	18	0	1	0	0	1	4	0
9	0	8	0	0	14	0	0	17	0	1	<b>2</b>	0	1	0	0	1	5	0	1	8	0
10	0	8	6	0	17	0	1	2	0	1	5	0	1	4	0	1	10	0	1	15	0
11	0	9	0				1	7	0	1	10	0		••••		1	15	0	2	0	0
12	0	9	6				1	12	0	1	16	0				l	••••				
13	0	10	0				2	0	0	2	4	0								· · · · ·	
14	0	10	6				2	6	0	2	10	0		•••							
15	0	11	0				2	10	0	2	16	0									
16	0	11	6		• • • • •		2	15	0	3	0	0		••••	•		•••••	•		••••	•

In cases where a pilot brings a vessel from any of the points beyond or between the buoy of Tay and Broughty Castle, and, without leaving or being discharged from the vessel, carries her direct to any of the upper ports or creeks, he shall be entitled to two-thirds of the above fees, in addition to the fees which he is entitled to receive for bringing the vessel to Carolina Roads. For example, the pilot's charge shall be made thus:—

And so on, in all the other cases, both as to coasting vessels and vessels from foreign ports.

One-third more than the above rates to be paid to all pilots during the months of November, December, January, and February in each year.

John Welch, pilot-master at Dundee.

TONNAGE DUES.			
For all vessels navigating to the southward of the Tropic of Capricorn,	,		
per register ton,	£0	1	6
Between the Equator and the Tropic of Capricorn,	0	1	3
Between the Tropic of Cancer and the Equator,	0	1	0
To or from any port in North America, Greenland, Davis' Straits			
fisheries, and all within the Straits of Gibraltar,	0	0	8
To or from any port to the north of Dronthiem, in Norway, or from			
Azores, Madeira, or Teneriffe Islands,	0	0	7
To or from any port between Gibraltar and Dunkirk, including Dun-			•
kirk, and from any port in the Baltic,	0	0	5
To or from any port of Great Britain or Ireland, including the			-
islands of Guernsey, Jersey, Alderney, Sark, Man, the Shetland			
Islands, and Orkneys,	0	0	3
All vessels loaded with coals or lime only, from any port in Great			•
Britain, &c., excepting Scotland,	0	0	2
All vessels loaded with coals or lime only, from any port in Scotland.	0	0	l l
All vessels employed in the river Tay, carrying goods and entering		-	- 3
the precincts of the port or harbour of Dundee, per register ton,	0	0	11
All steam-vessels from any port in Great Britain, including the	-	-	- 2
islands of Guernsey, Jersey, Alderney, Sark, Man, the Shetland			
Islands, and Orkneys, carrying passengers and their luggage ex-			
clusively,	0	0	2-
All steam-vessels employed in the river Tay, carrying passengers	-	•	-
and their luggage exclusively, and vessels trading from the har-			
bour, or carrying passengers to any part within the precincts,	0	0	1
All steam-vessels carrying goods and passengers, to pay the sa	me	rate	
sailing vessels.			

It shall be in the option of the trustees to charge either the tonnage-dues on the voyage inwards or on the voyage outwards, at the rates specified in the above table, according to the distance; and if the charge be made on the voyage outward, there shall be deducted from it the amount of the dues that may have been previously paid on the voyage inwards: but if such vessel sail in ballast, they shall be charged with dues on the inward voyage only.

All vessels leaving the harbour of Dundee or precincts thereof, having paid tonnage dues on the voyage inwards, and discharging part of their cargoes, or taking on board goods at any other port or place in the river Tay, and returning to the harbour of Dundee or precincts thereof, to complete their cargoes, shall not be liable in tonnage dues for such returns.

All vessels launched at the port of Dundee to pay half tonnage dues on the voyage outwards, according to the distance of the port to which such vessels sail, provided they take goods on board; but if they sail in ballast, no dues shall be charged.

All vessels with cargoes to be permitted to enter the harbour of Dundee, for safety or convenience, by payment of one-half of the tonnage dues; but if they shall take goods on board (stores for their own use excepted) or break bulk, they shall be liable in the full tonnage dues.

All vessels remaining in harbour, to pay, after two months, ld. per register ton

per month in advance.

Each vessel entering the harbour, and loading or unloading goods or ballast within the same, or performing both operations, before leaving the harbour, to pay, in name of plank-money (whether a plank be used or not) as follows, viz.:—

Vessels	amountin	g to a	nd r	ot exceed	ding 20	tons,		£0	1	0
				and not e				0	1	6
	27	50	"	"	"	100	,,	0	2	9
	9)	100	"	"	"	150	77	•	2	6
	,,	150	"	"	"	200	"	0	3	0
	"	200	"	>>	"	250	"	0	3	6
	"	250	,,	"	"	300	"	0	4	0
	"	300	"	"	"	350	22	0	4	6
	2)	350	"	. "	"	<b>400</b>	"	0	5	6
	"	400	and	upwards,	•••••		•••••	. 0	6	6

All vessels loading or unloading goods in the precincts of the harbour of Dun-

dee shall be exempted from payment of plank-money.

All vessels leaving the harbour for the purpose of taking on board ballast in any part of the river Tay, and returning to the said harbour or precincts thereof with ballast, shall not be liable in shore dues for such return.

All vessels sailing from the port of Dundee, and put back by stress of weather, or any other cause, without having accomplished her voyage, shall not be liable in additional dues for such return.

All vessels from any part of the river Tay, with stones, and having no other goods on board, and delivering their cargoes in the precincts of the said harbour, to pay 2s. each voyage in name of tonnage dues.

All vessels from any part of the river Tay with sand, and having no other goods

on board, to pay 1s. for each trip.

All vessels arriving in ballast, for the purpose of being repaired in the Graving

Dock, and departing in ballast, shall be exempted from shore dues.

All vessels loaded with coals or lime only, and discharging their cargoes within the precincts of the harbour to the eastward of the Roodyards, or to the westward of the Magdalen Yard, to pay one-half of the dues in the above table.

TABLE OF RATES FOR THE USE OF THE GRAVING DOCK AND PATENT SLIP.

Every vessel entering the Graving Dock, or going to the Patent Slip, shall pay 3d. per register ton for pumping the water out of the Dock, or hauling up on the Patent Slip, as the case may be.

Every vessel taken into the Graving Dock, or upon the Patent Slip, shall pay 1d. per register ton per day, for the first ten days; three farthings per ton per day, for the next ten days; and one halfpenny per ton per day, for every subsequent

day (Sundays excepted).

Vessels of greater register tonnage than 150, shall be entitled to deduction from the amount of their tonnage, beyond 150, of one-half thereof. But this deduction shall not apply to the dues for pumping the water out of the Graving Dock, or hauling up vessels on the Patent Slip, which dues shall be charged on the full register tonnage.

Steam vessels shall be charged by the ton of measurement, including the

engine-room.

The days on which vessels are taken into, and out of, the Graving Dock, or hauled upon, and launched from, the Patent Slip, shall be reckoned as one day, in calculating the rates for the Dock or Slip, respectively.

No vessel shall be allowed more than 20 tons of ballast on board at the time she is taken on the Patent Slip, unless paid for at the rate of 3d. per ton.

In calculating harbour dues on vessels, the time during which they may have

been in the Graving Dock, or on the Patent Slip, shall be deducted.

## DUNGARVON, A SUB-PORT TO WATERFORD.

PILOTAGE.—There are no branch pilots at this port, but the fishermen act as such generally (of which a great number of that class belongs to this port), and the general charge on native vessels in and out is from 5s. to 10s., and on foreigners the charge is different, being according to agreement.

HARBOUR DURS.—The harbour dues and quayage on vessels are rated on tonnage as follow:-From 20 to 30 tons, 1s. 6d., and 6d. additional on every additional 10 tons, to 200 tons, which is 10s., and in no case does it exceed that

sum. This regulation extends to foreign as well as British vessels.

Ballast.—The vessels are generally ballasted by lighters from a sand bank

in the harbour, and the rate is about 4d. per ton.

DEPTH OF WATER.—Over the bar, at spring tides, 15 or 16 feet in channel, and at neap tides 10 or 11 feet.

## DUNMORE, A CREEK IN THE PORT OF WATERFORD.

PILOTAGE—Same as to Passage, 5d. per foot. PIER DUES-2d. per ton register.-BALLAST, 6d. per ton. DEPTH AT HIGH WATER.—Spring tides, 22 feet; low water, 9 feet. There is a good stationary red light on the pier-head all night.

## DYSART, A CREEK IN THE PORT OF KIRKCALDY.

PILOTAGE, 1s. per foot of draught water. HARBOUR DUES-Per ton, 1d.-No flag fees.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, 16 feet; neap tides, 10 feet.

For the accommodation of vessels entering this creek, there is a neat commodious wet dock and patent slip.

## EASTBOURNE, A CREEK IN THE PORT OF RYE.

PILOTAGE.—Vessels from foreign parts pay £1 1s.; but coasters generally pay

by agreement.

Labourers on board of colliers are paid 12d. per chalder for delivering, at 24 cwt. to the chalder. In addition to which, the vessel is charged for allowance. in some cases, 1s. per vessel, and in others, 12d. per 10 chalders, per man, and meters are generally allowed 2s. 6d. per vessel. Meters are paid 3d. per chalder.

Ballast baskets, 6d. per baskets, which is calculated to be a ton. For the use of ballast baskets, 6d. per basket. Ballast plank, 2s. 6d. per vessel.

For the use of coal baskets (double), 1s. 6d. each; coal shools, 5s. per vessel;

coal weighing machine, 10s.; capstan, 5s.

A hawser, for heaving off when necessity requires, is charged at £1 for one tide; if used more than one tide, at what may be deemed a fair price for wear.

A boat's crew (generally four men), for assisting a vessel off, £1 5s.

Vessels other than colliers generally pay 5s. per tide each for labourers.

DEPTH OF WATER.—Spring tides, 22 feet; neap tides, 18 feet.

The charges at Pevensey Wallsend are the same as the above. There is no harbour at Eastbourne or Pevensey Wallsend (within the limits of Eastbourne). At both of these places vessels are laid on the main, for goods to be shipped or landed.

#### ELIE, A CREEK IN THE PORT OF KIRKCALDY.

There is no fixed rate of pilotage at this creek. Shipmasters make the best bargain they can with the pilots.

HARBOUR DUES.—British vessels, 1d. per ton; foreign, 1½d. per ton. Vessels

belonging to Elie pay no shore-dues.

Depth of Water.—Spring tides, from 13 to 14 feet; neap tides, from 8 to

BALLAST FOR THE TAKING.

## EMSWORTH, A CREEK IN THE PORT OF CHICHESTER.

PILOTAGE.—British vessels, 3d. per foot; foreigners, one-fourth additional. The rates for vessels outwards are the same as for those inwards.

BOOMAGE.—Vessels 40 tons and under, 6d. per vessel, outwards and inwards.

Vessels above 40 tons, 1s. per vessel, outwards and inwards.

HARBOUR DUES.

					****		20 20 20 20 20 20 20 20 20 20 20 20 20 2						
Vessels	under	20	tons	register,	08.	6d.	Vessels	under	160	tons	register	, 6s.	3d.
20 and	l under	30	,,	,,	0	9	160 and	under	170	"	"	7	0
30	,,	40	"	22	1	0	170	"	180	"	"	7	9
40	"	50	,,	"	1	3	180	"	190	"	,,	8	6
50	,,	60	"	"	1	6	190	,,	<b>200</b>	"	"	9	3
60	"	70	"	"	1	9	200	,,	210	"	,,	10	3
70	,,	80	"	"	2	0	210	,,	<b>2</b> 20	"	,,	11	3
80	>>	90	"	"	2	6	220	22	230	"	,,	12	3
90	"	100	,,	"	3	0	230	"	240	"		13	3
100	"	110	"	"	3	6	240	"	250	"	,,	14	3
110	"	120	"	"	4	0	250	"	260	"	,,	15	0
120	"	130	"	"	4	6	260	"	270	"	• • • • • • • • • • • • • • • • • • • •	16	6
130	,,	140	"	,, .	5	0	270	"	280	"	• • • • • • • • • • • • • • • • • • • •	17	6
140	"	150	"	29	5	6	280	"	<b>29</b> 0	"	"	18	6
150	"	160	"	22	6	3	l						

And in the same proportion for every vessel exceeding the above-mentioned tonnage.

Ballast—Brought alongside vessels, in any part of the port, for 1s. per ton, or it can be obtained at the entrance of the harbour, on payment of 5s. for the use of barrows and planks.

The river branches off just within the entrance of Chichester harbour, that leading to Chichester is navigable to Dell quay, two miles from the city, the other is navigable to the town of Emsworth. The entrance of the harbour is five miles from Itchenor, ten miles from Dell quay, and six miles from Emsworth. The distance from Chichester to Emsworth by land is seven miles.

## ERROL, A CREEK IN THE PORT OF PERTH—(See Appendix.)

#### EXETER.

#### PILOTAGE.

For vessels in and over Exmouth Bar to the moorings in the Bight at Exmouth, and out again over the Bar.

Coasters, per foot of draught water.

			•••	, p , o	,	,					
							Inwa	ırds.		Outwa	rds.
Above	60 a	ınd un	der 80 t	ons register,	•••	•••	2s.	4d.	•••	18.	2d.
,,	80	,,	90	,,	•••	•••	2	8	•••	1	4
,,	90	•,,	100	"	•••		3	0		1	6
"	100	,,	125	"	•••	•••	3	8		1 1	0
•		••			F 2						

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#### PILOTAGE—(Coasters) continued.

							IDWA	rus.		Outwa	arus,	
Above	e 125 a	nd und	ler 150 t	ons register,	•••	•••	48.	6d.	•••	2 <i>s</i> .	0d.	
,,	150	,,	175	,,	•••	•••	4	8	•••	2	4	
"	175	,	200	"	•••	• • •	5	0	•••	2	6	
"	200	"	<b>250</b>	"	•••	•••	6	4	•••	3	2	
,,	<b>250</b>	,,	300	,,	•••	•••	7	8	•••	3	10	
"	300	"	400	,,	•••	•••	8	4	•••	4	2	
		Shi	ps from .	Foreign parts,	per foot	of dra	ught u	vater.				
			• •	• • •	- •	•	Inwa	rds.		Outwa	ards.	
Above	e 60 a	nd une	der 80 to	ons register,	•••	•••	48.	2d.	•••	28.	2d.	
"	80	,,	100	,,	•••	•••	5	0	•••	2	6	
"	100	"	150	,,	•••	• • •	6	4	•••	3	2	
,,	150	"	200	"	•••	•••	7	0	•••	3	6	
••	200	••	250			•••	8	4		4	2	

300 400 ••• Foreign vessels, not privileged as British, one-fourth extra.

"

300

250

,,

"

All vessels carried up from the Bight at Exmouth to the Sands, 4s. 8d.; back, 2s. 4d. extra.

9 0

5

10 4

All vessels under 100 tons, carried up to Topsham Quay, 14s.; back, 7s. extra. All vessels under 100 tons, carried up to Turf, 9s. 4d.; back, 4s. 8d. extra.

Vessels upwards of 100 tons, carried up to Topsham Quay:—British, 2d. per ton; back, ld. per ton extra. Foreign, 2½d. per ton; back, 1½d. per ton extra.

Vessels upwards of 100 tons, carried to Turf:—British, 12d. per ton; back, one halfpenny per ton extra. Foreign,  $1\frac{3}{4}d$ . per ton; back, three farthings per

Pilots to provide a boat and crew to assist over the Bar to a mooring berth, for which they shall be paid, over and above the pilotage, 2s. 6d. for each man or oar employed.

TOWAGE, PER DOLPHIN STEAM-TUG, ON THE RIVER EXE.

TON	NAGE			Bar Bigh			Bar Tur		Т	Bar opsh		1	ight Tur		T	ight opsh	to am.		Turf opsh	
T			£	8.	D.	£		D.		8.	D.	£		D.	£	8.	D.	_		,
Not exceed	-	tons,	1	2	0	1	12	0	2	2	0	II.	0	0	1	7	0	0	15	(
"	80	"	1	7	.0	1	17	0	2	7	0	I	3	0	1	10	0	0	16	(
"	90	"	1	12	0	2	4	0	2	<b>1</b> 5	0	1	6	0	1	14	0	0	18	(
"	109	,,	1	17	0	2	10	0	3	3	0	1	10	0	1	18	0	1	0	(
. 22	110	,,	2	0	0	2	17	0	3	8	0	1	13	0	2	3	0	1	3	•
"	120	,,	2	3	0	3	3	0	3	13	0	1	16	0	2	8	0	1	5	
"	130	,,	2	6	0	3	8	0	3	18	0	1	18.	0	2	12	0	1	7	
"	140	,,	2	9	0	3	13	0	4	4	0	2	0	0	2	16	0	1	9	
"	150	,,	2	12	0	3	18	0	4	8	0	2	2	0	2	19	0	ī	11	
"	160	"	2	16	0	4	4	0	4	13	0	2	5	0	3	3	0	ī	13	
"	170	"	3	0	0	4	10	0	4	18	0	2	8	0	3	7	Ŏ	ī	16	
"	180	"	3	4	0	4	15	0	5	3	0	2	11	0	3	11	ŏ	i	18	
"	190	"	3	8	0	5	0	0	5	10	0	2	15	0	3	15	ŏ	2	0	,
"	200		3	15	0	5	5	0	5	16	0	3	0	0	4	0	0	2	4	
,,	225	"	4	0	ŏ	5	10	0	6	6	ŏ	3	3	0	4	4	0	2	7	
"	250	"	4	8	0	5	15	o	6	15	ŏ	3	7	0	4	8	0	2	10	ď
"	275	"	4	15	0	6	6	ŏ	7	0	ŏ	3	10	0	4	14	0	2	12	
"	300	"	5	5	0	6	15	0	7	7	ő	3	15	0	5	0	0	2	15	
	- 500	ا رو		<u> </u>	0 1	<b>-</b> í	AND	- 1		•	يدر	<u>.</u>	10		<u> </u>	<u> </u>	0	_	10	(

BUOYAGE.—One halfpenny per ton register, payable to the Trinity House. Vessels coming up the river beyond Nob Perch, pay 1s. 2d. each to the Council of Exeter.

From Turf to Exeter there is a canal about six miles in length; the charges are as follow:---

Vessels of 10 tons and under 110 tons, per ton register, ... ... 0s. 6d. ,, 110 tons and upwards, ,, ... 0 9

All craft less than 10 tons, 5s. each.

Width of Gates.—Turf Gate, or Entrance Lock, 30 feet. Double Lock, or Middle Lock, 26 feet 5 inches. King's Arms Sluice, 26 feet 3 inches. Entrance to Basin, 30 feet. Length between the gates at Turf, 120 feet.

Towing vessels up and down the canal, under 60 tons, 12s. each; above 60

tons,  $2\frac{1}{2}d$ . per ton.

Ballast.—1s. per ton. To be put on board at the vessel's expense.

DEPTH OF WATER IN THE CANAL.—Between 12 and 13 feet.

R. C. Banfill, harbour master.

## EXMOUTH, A CREEK IN THE PORT OF EXETER.

PILOTAGE.—Vessels discharging in the Bite, at Exmouth, are subject to the payment of the bar pilotage—(see Exeter.) The Earl of Devon claims 3s. 6d. from every foreign and strange vessel, for anchorage in the Bite, and the same on vessels that ballast there. There is also one halfpenny per ton register for buoyage at the custom-house.

Ballast—4d. per ton, if put in at the ship's expense, and 1s. 4d. if otherwise. Exmouth has nothing but a beach, so that vessels not coming up the river must

deliver in the Bite.

# EYEMOUTH, A CREEK IN THE PORT OF LEITH.

Per foot of draught water.

Vessels (	of 20	and une	der 30	tons register,		• • • •		ummer. .10 <i>d</i> .	•••	In Wi ls.	nter. 0d.
,,	30	,,	50	,,		•••	1	0		1	2
,,	50	"	80	"		•••	1	2	•••	1	4
"	80	,,	100	"	•••	•••	1	3	•••	1	5
"	100	and up	wards,		•••	••• .	1	4	•••	1	8

Foreign vessels always pay winter rates.

For each tides work, within the harbour, 7s. 6d.

During summer, a boat's crew of five men can only pilot one vessel. During winter, a boat's crew of six men can pilot two vessels.

Summer charges commence on the 1st of April, and ends on the 1st of October. Winter charges, from 1st October to 1st April.

If an additional crew with a boat be required, the charge is 5s.

All vessels (except British) under 20 tons register are, by act of parliament, bound to take a pilot inwards. Masters are not bound to take a pilot outwards. If they do so, the same is chargeable as inwards.

The same dues are charged in the roads as in the harbour, owing to a strong chain with a buoy attached, for the purpose of mooring vessels in said roads.

TONNAGE DUES.

British vessels from any port between Aberdeen and Hull, including these two ports:—Port bound,  $2\frac{1}{2}d$ . per ton; wind bound,  $1\frac{1}{4}d$ . per ton. From any other port in Great Britain, Ireland, or foreign nation:—Port bound,  $3\frac{1}{2}d$ . per ton; wind bound,  $1\frac{3}{4}d$ . per ton.

Fishing boats, (except those selling fresh fish caught by themselves,) port

bound,  $1\frac{1}{4}d$ . per ton.

Anchorage.—For every ship or boat, 10d.

Ballast.—Inwards or outwards, 7d. per ton. If shifted from one vessel to another, each vessel pays 7d. per ton.

DEPTH OF WATER ON THE BAR. - Spring tides, 16 feet; neap tides, 10 feet.

## FALLIN, A CREEK IN THE PORT OF GRANGEMOUTH.

There is no business of any consequence carried on at this creek. There is only a small pier, where vessels may lie safely, drawing 10 or 12 feet at spring tides. The highest charge made is only 2s. per vessel.

## FALMOUTH.

Falmouth being a harbour that vessels can enter and depart from at any time of tide, or any weather, no tug boats are kept.

PILOTAGE. From sea to Carrick Roads, Falmouth and St. Mawe's harbours, and St. Just Pool, and vice versa :-

1 001, 011	· · · · · · · ·	00.00	• • •		£	g.	D.						£	8.	D.
Vessels	drawin	g 8	feet	water,	ı	4	0	Vessels	drawing	16	feet	water,	3	0	0
"	"	ັ10	,,	,,	1	10	0	"	"	17	"	"	3	7	0
"	"	11	"	"	1	15	0	"	"	18	"	"	3	15	0
"	,,	12	"	"	2	2	0	"	2)	19	,,	"	4	14	Ŭ
"	,,	13	"	"	2	6	Ņ,	"	"	20 21	"	"	*	I t	0
"	"	14	"	"	2	10 15	۲	,,,	"	22	"	"	5 6	0	ŏ
77	"	15	e y	harbo			l u Sies B	,, ver <b>s</b> a:-	"	24	27	"	v	·	U
r rom	sea to	Ter	ioru	Hat DO	u,	, аш							c		

Vessels drawing 14 feet water, 1 18 Vessels drawing 8 feet water, 1 1 0 15 10 ì 0 " " 2 7 1 0 16 0 11 " " " " " " 17 2 12 0 12 1 10 0 " " ,, " " 3 1 14 0 18 0 13 "

From Carrick Roads to Falmouth and St. Mawe's harbours, and St. Just Pool, and vice versa, 1s. 6d. per foot of draught water.

Masters of vessels taking a pilot at sea are to pay:-

For putting a pilot on board without a line drawn from the Manacles to the Dodman, £2 2s.

For putting a pilot on board without a line drawn from the entrance of Helford harbour to the Gull Rock, £1 1s.

For putting a pilot on board without a line drawn a mile without the Shag

Rock, or Pendennis Point, 10s. 6d.

For putting a pilot on board without a line drawn off the Lizard, or in the parallel of the Lizard, or meeting a vessel there, and running before her, not being able to put a pilot on board, provided the master of the vessel consents to receive a pilot at that distance, £3 3s.

All vessels belonging to the port of Truro, bound to or from foreign parts, including Guernsey, Jersey, Alderney, or Sark, are to pay no more than one-half the above rates of pilotage when navigating within the limits of the Falmouth district on their passage to or from Truro; the rate of 1s. 6d. per foot for sub-

sequent removal remaining unaltered.

N. B.—No allowance for a pilot going on board a ship in the harbour to take her out, except in extremely bad weather, or when ships are on shore, or making signals of distress, in which cases a reasonable compensation is to be made.

HARBOUR DUES.—All vessels from or to abroad, 2s. 6d. each; coasters. 2s.

either wind-bound or entering to load or discharge cargoes.

PIER DUES.—All vessels loading or discharging cargoes, 1s. per mast per month. DEPTH OF WATER.—In Falmouth Pier, spring tides, 18 feet; neap tides, 10 feet. In Carrick Roads, or the outer harbour, from 5 to 13 fathoms; 5 on the banks, and 13 in the channel. In inner harbour, 4 fathoms at high water.

Ballast.—All vessels, 6d. to 9d. per ton from the shore, and 1s. 4d. per ton

for harbour sand taken alongside.

## FAREHAM, A CREEK IN THE PORT OF PORTSMOUTH.

#### HARBOUR DUES.

Vessels unde	r 30 tons,	1s. 0d.	Vessels under 200 tons, 4s. 0d.
30 and unde	r 60 ,,	. 2 0	200 and under 300 , 5 0
60 ", "	150 ,,	. 3 0	300 ,, ,, 400 ,, 8 0
150 ,, ,,	200 ,,	.40	400 ,,10 9

Exemptions.-Pilot boats, fishing vessels, boats not decked, and ships and vessels arriving in distress.

PILOTAGE-2s. per foot. Ballast, 1s. 6d. per ton.

DEPTH OF WATER-From 7 to 12 feet.

## FAVERSHAM—(See Appendix.)

## FERRYPORT ON CRAIGS, A CREEK IN THE PORT OF DUNDEE.

The rates of pilotage and other particulars are the same as at Dundee, except shore dues, which at Ferryport on Craigs is one halfpenny per ton; and at Balmerino, Woodhaven, and Newport, two placks per ton.

DEPTH OF WATER.—At ordinary stream tides, at Balmerino, from 10 to 12 feet; at Woodhaven and Newport piers, from 13 to 16 feet; and at Ferryport on Craigs, from 15 to 18 feet.

## FINDHORN, A CREEK IN THE PORT OF INVERNESS.

#### HARBOUR DUES.

Vessels und	r 6 tons, .	•••••	08.	3d.	Vessels under 100 tons,	48.	0d.
6 and und	r 15 ".		0	6	100 and under 150 ,,	5	0
15 ,, ,,	30 " .		1	0	150 ,, ,, 200 ,,	6	0
30 ,, ,,	50 ,, .		2	0	200 " " 300 "	7	0
50 ,, ,,	75 ,,		3	0	300 tons and upwards,	8	0
75 ,, ,,	100 "	•••••	4	0		٠	

Plankage, 6d.—Buoys, 1s. per vessel.

PILOTAGE.—30 to 50 tons, 7s. in, and 7s. out, for each boat employed; vessels drawing about 7 feet, 1s. per foot to each boat, in full of all demands. Copies of bye-laws and regulations to be produced by every licenced pilot when de-

The bar is a mile from the harbour. The depth of water on the bar at neap tides, 10 feet; spring tides, 14 feet; at the end of the pier, 18 feet.

## FISHER'S CROSS, OR PORT CARLISLE, A CREEK IN THE PORT OF CARLISLE.

HARBOUR DUES.—For every vessel (coastwise), 1d. per ton; for do. from foreign, 1s. per ton.

Anchorage.—For every vessel, whether from foreign or coastwise, 10d. each.

For every vessel whether loading or in ballast, 3d. per ton.

DEPTH OF WATER.—The depth of water at the entrance of the new pier exactly corresponds with that given in Holden's Liverpool Tide Table, and one hour and fifteen minutes added to the time laid down in Holden's table gives the time of high water at port Carlisle.

#### LIGHTS AND BUOYS IN THE SOLWAY PRITH.

A light vessel with a single red light, elevated 25 feet, and moored one cable's length off the S. E. end of the Robin Bigg Bank, in about three fathoms at low water (it also exhibits a black ball at the foremast head by day, and tolls a bell during fog), with the following bearings:—

bell during fog), with the following bearings:—
N.E.N.1E. of Maryport Tide Light, distant
South of Southerness Light (bright)
N.W.1N. of Allonby Church

"" 1 miles.
6 "
3 "

There is a bright Tide Light from half flood until half ebb (and a blue flag during the same period by day) at "Barnkirk Point, or Annan Foot," which on working up should not be brought to the Southward of East. There is also a bright tide light at the end of the jetty at Port Carlisle, which, when above Annan Point, opens off "Knockcross Point," on the bearing S.E.1E.

As the sands frequently change above Annan Foot, the best guide by night is a careful lead, and sufficient rise of tide to justify a vessel attempting to fetch

Port Carlisle.

The first buoy on approaching the banks is a large Black Nun with a perch, near the edge of the Robin Spit (marked R.S.) bearing W.b.S., one-third of a mile from the light vessel; this must be kept on the larboard hand. The mariner must bear in mind that below Skinburness the red can buoys are to be kept on the starboard hand on running up, and the Black Nun on the larboard; but above Skinburness the buoys are placed in the deep. A bell also tolls at Lee Scar Light during fog.

## FISHERROW, A CREEK IN THE PORT OF LEITH.

PILOTAGE.—For a vessel drawing 8 feet water and under, 1s. per foot; and for every foot above 8, 1d. additional for each foot. All masters of vessels to pay for each 24 hours' attendance on board their ship to the pilot, 2s., and to each of the boatmen, 1s.

No vessel under 40 tons register shall be obliged to pay pilotage, unless a pilot is employed; and the masters or commanders of ships or vessels belonging to the port of Fisherrow, shall not be liable in any fees for pilots or pilotage, except when they make a signal for a pilot, or employ one to navigate their ships or vessels.

All vessels shall pay 3s. for boat's and men's attendance exclusive of the pilotage.

#### TONNAGE DUES.

For all vessels from any port of Great Britain, per ton register, For all vessels from foreign ports not within the Sound or Baltic, or		
from any ports of British America or United States, per ton register For all vessels from any port in the Baltic within the Sound, British	0	4
America, and United States, per ton register,	0	4
Plankage, for each time a plank is used,	1	0
Crane dues for landing or loading a cargo,	5	0
For all open boats for each time entering the harbour, each,		0
First class,	7	6
Second do	5	
Third do	2	6
not exceeding six months, per ton register,  Ballast—9d. per ton. If taken between pierheads, free.  Depth of Water.—Spring tides, 12 feet; neap tides, 6 feet.	0	3

## FISHGUARD, A CREEK IN THE PORT OF CARDIGAN.

PILOTAGE.—The pilots here are fishermen or sailors that may be at home; their charges are what they can agree for, but always very reasonable.

BALLAST.—There is no charge for ballast, only to the men that may be hired to assist, which is in general from 2s. to 2s. 6d. per tide.

DEPTH OF WATER.—Spring tides, 24 feet; neap tides, 10 feet. John Harries, coast waiter.

#### FLEETWOOD.

TOWAGE PER STEAM BOATS .- From sea to harbour, or from harbour to sea, £5 5s. A west at the lee fore or maintopsail yard-arm, will receive steam tug assistance under any circumstances.

assistance and checampianees				
·				s in the coast ng trade.
From off Rossall Point in a line with Pile à F	oudre s.	D.	В.	D.
into the harbour of Fleetwood,	5	0	3	0 p. foot
If boarded one mile outside the outer lighthouse,	4	0	2	6 ,,
If boarded at the outer lighthouse, or within on	e mile			~
outside thereof,	3	0	2	0 "
If boarded inside the said lighthouse,	2	6	1	6 ,,
For the pilotage outwards, viz. from the har	bour of			"
Fleetwood to sea,	4	0	2	0 ,,
Pilots taken on board outside the above define	ed distance	es are	to re	ceive the
following pay, in addition to the above, viz.:-				
If at two leagues westward of the line between	en Rossall	Point	and A	8. D
Pile à Foudre,	• • • • • • • • • • • • •	• • • • • • • • •	1	1 0
If at three leagues,	•••••	•••••		2 2 0
And for every league additional,				L 1 ε
For transporting ships from one berth to another	within the	harbou	ır (	10 6
If a master retain or employ a pilot whilst	at anchor	, the l	ay da	ys to be
7s. 6d. per day.		•	•	•

All vessels towed by steam vessels are to pay one-fourth less than the aforegoing rates, provided that if the assistance of a steam vessel be rendered for a part only of the distance, for which such rates are payable, the reduction of onefourth shall be made on such part only of the said rates as shall be proportionate

to the distance towed.

All coasting steam vessels making more than one voyage per week, are to pay

half only of the above rates.

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall, by any order of her Majesty's most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties as are paid by British vessels, in which case such vessels not having British registers shall pay the like rates of pilotage only as are payable by vessels having British registers. The said surplus rate of one-fourth on unprivileged foreign vessels is payable to the collector of light dues for the corporation of the Trinity House, to be accounted for by him to the said corporation, and by them applied to the purposes of the pilot's fund, as directed by the 52d section of the act.

HARBOUR DUES .- Every vessel employed in the foreign trade entering the said harbour, each voyage, 3d. per ton; every vessel employed in the Irish or coasting trade, or to or from the Isle of Man, each voyage, 1d. per ton.

LIGHT DUBS.—Every vessel employed in the foreign trade entering the said harbour, each voyage, 3d. per ton; every vessel employed in the Irish and coasting trade, or to or from the Isle of Man, each voyage, 3d. per ton per annum, or 1d. for each of the three first voyages in each year.

One moiety only of the above dues to be paid by all vessels driven in by stress of weather and not unloading, or coming in or using the said harbour, or riding or being at anchor within its limits.

Ballast-Per ton, 1s. put on board. Vessels allowed to take it from certain

places for nothing.

Stephen Burridge, jun., ship-broker, custom-house and commission agent, Queen's Terrace.

### FLINT, A CREEK IN THE PORT OF CHESTER, COMPREHENDING BAGILT AND DER BANK.

			PILOTAGE.	$oldsymbol{P}$ et	r foo	t.
Vessels f	rom forei	gn parts,	and loaded in summer-time,	£0	4	0
"	"	,,	and loaded in winter,			
, ,,	"	,,	in ballast,	0	·2	6
Coasters,	loaded,	• • • • • • • • • • •		0	2	O.

The Unity steamer, belonging to the London and Chester Cheese Company, plies up and down the river, and when not engaged tows other vessels up the

Point of Air Light and Buoys.—Vessels from foreign parts, 4d. per register ton; vessels coastwise, 2d. per register ton.

William Conway Jones, principal coast officer; David Jones, harbour master.

#### FOLKESTONE, A CREEK IN THE PORT OF DOVER.

HARBOUR DUES .- British vessels, whether laden or in ballast, every time coming to port, 2d. per register ton; and foreign vessels, 4d. per ton. English measurement.

DEPTH OF WATER.—Spring tides, from 12 to 16 feet; neap tides, from 9 to 10 feet.

# FORT GEORGE AND FORTROSE, CREEKS IN THE PORT OF INVERNESS.

There are no charges of any description at either of these creeks.

# FORT WILLIAM, A CREEK IN THE PORT OF INVERNESS.

PILOTAGE.—From Fortwilliam to Corpach, the west entrance to the Caledonian Canal, vessels under 50 tons, 5s.; 50 tons and upwards, 7s. 6d. Harbour Dues.—1½d. per ton. Ballast.—8d. per ton.

DEPTH OF WATER.—Spring tides, 111 feet; neap tides, 71 feet.

Ewen Macgregor, harbour master.

# FOWEY .— (See Appendix.)

# FRECKLETON, A CREEK IN THE PORT OF FLEETWOOD.

This is a creek of very little importance, and there are no charges on vessels that may go to it.

#### FRASERBURGH, A CREEK IN THE PORT OF BANFF.

#### PILOTAGE.

						lst	: <b>B</b> o	at.		20	I Bo	at.		3d	Boo	ıt.
Ve	ssels	under	20	tons,		£0	5	0		£0	4	0		£0	3	0
20	and	under	30	,,	•••••	0	7	0	•••	0	6	0		0	5	0
30	,,	,,	50	"		0	9	0		0	8	0	•••	0	7	0
50	"	"	60	,,	•••••	0	10	0	•••	0	9	0		0	8	0
60	,,	"	70	,,	•••••	0	11	0	•••	0	10	0		0	9	U
70	"	,,	80	"		0	12	0		0	11	0	•••	0	10	0
80	"	"	90	,,		0	14	0		0	13	0	•••	0	12	0
90	"	"	100	"	•••••	0	15	0		0	14	0		0	13	0
100	,,	,,	120	,,	٠	0	18	0	•••	0	17	0		0	16	0
120	"	"	140	,,	•••••	1	0	0		0	18	0		0	17	0
140	,,	,,	160	,,	•••••	1	2	0		1	1	0		1	0	0
160	,,	"	200	"	•••••	1	5	0		1	4	0		1	3	0
200	"	,,	250	"	•••••	1	10	0		1	8	0	• • •	1	6	0
250	,,	"	300	,,		1	15	0		1	10	0		1	8	0

And so on in proportion for larger vessels.

CAPTAIN PILOT'S FEES.—Vessels under 40 tons, 6d.; 40 tons and upwards, 1s.

There are gas lights on the quays, also two lights of red colour for conducting vessels through the channel to the harbour.

#### HARBOUR DUES.

For all vessels belonging to Fraserburgh, when loading or unloading, in name of tonnage duty, per ton, 3d.; when wind-bound or otherwise per ton, 1½d.; for the life-boat, each vessel, 6d.

For all vessels, the property of British subjects, and foreigners privileged, but not belonging to Fraserburgh, when loading or unloading, in name of tonnage duty, per ton,  $5\frac{1}{4}d$ ; when wind-bound or otherwise, per ton,  $2\frac{1}{4}d$ ; and 1s. each vessel for the life-boat.

All open boats, loading or discharging, shall pay 4s. each of tonnage duty, and when wind-bound, 1s. each, if belonging to Fraserburgh, and if not belonging to Fraserburgh, and loading or discharging, 6s. each, and when wind-bound, 1s. each.

For all vessels belonging to foreigners, not privileged, when loading or unloading, in name of tonnage duty, per ton, 1s. 2d.; when wind-bound or otherwise, 5d.; and 2s. each vessel for the life-boat.

All open boats engaged in the herring fishery at the port of Fraserburgh shall pay one cran of herrings each, out of the first herrings which may be caught after the ordinary fishing commences with nets, in full of tonnage duty for the period of their fishing season.

All open boats, not belonging to Fraserburgh, shall pay 1s. each, in name of waterage money, for the period of their fishing season.

Ballast.—Ballast from the harbour, 4d. per ton; discharging ballast, 6d. per ton.

DEPTH OF WATER.—Spring tides, 121 feet; neap tides, 10 feet.

Simon Milne, captain pilot and berthmaster; William Fyvie, collector of shore dues.

#### GAINSBOROUGH, A CREEK IN THE PORT OF HULL.

#### PILOTAGE.

For vessels belonging to her Majesty's subjects, whether laden or light, piloted, or liable to be piloted inwards, from Hull Roads in the river Humber, or from any part of the said river Humber, above Hull Roads; or outwards from the said port, or upon any part of the said river Humber, below the said port to

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Hull Roads aforesaid, for each and every foot of the draught of water thereof. and so on in proportion for half a foot, as follows:-

exceeding 8 feet, and not exceeding 10 feet,... 4 ,, ,, 10 feet and upwards, ...... 5 ,, ,, coastwise, if piloted, ...... 3

For vessels not belonging to her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards as aforesaid, for each and every foot draught of water thereof, and so on in proportion for half a foot, as follows :-

Vessels not exceeding 6 test, ...... 4s. 4d. per foot.

not exceeding 6 feet, and not exceeding 8 feet,... 5 0 exceeding 10 feet,... 5 11

10 feet and upwards, ...... 6 3

All vessels not drawing so much as 6 feet water, to be deemed and considered

as drawing 6 feet water, and to pay accordingly.

And for all vessels which shall be towed by a steam tug, under the directions of the pilots, two-thirds only of the above-mentioned several rates are to be demanded and paid.

#### GALWAY.

#### PILOTAGE IN AND OUT OF DOCK.

From 60 to 100 tons register, £1 1 From 150 to 200 tons register, £2 2 , 100 , 150 , 1 10 , 200 , 250 , 2 12 " 1 10 | ", 200 ", 250" 250 to 300 tons register £3 3

DOCKAGE-8d. per ton in the floating dock, and 6d. in the old dock.

DEPTH OF WATER ON THE BAR-161 feet; when blowing strong from the S.W. 20 feet.

Captain Moore, harbour master; Evans & Son, ship agents.

# GANNEL, A CREEK IN THE PORT OF PADSTOW.

PILOTAGE.—Pilots or hovellers, for assistance into and out of the creek, £1 per vessel.

HARBOUR OR MOORAGE DUES-3s. per vessel; labourers discharging or loadding cargoes, 3s. 6d. per tide.

Ballast—6d. per ton.

# GARLIESTOWN, A CREEK IN THE PORT OF DUMFRIES.

The entrance to the harbour is open and spacious. No light upon the pier, unless desired, or a vessel applying for a light.

PILOTAGE.—The harbour being of easy access in and out, there is no pilot necessary. If a boat is wanted, it can be had for 2s. 6d. or 3s., in and out, according to the assistance required.

HARBOUR DURS.—On all vessels, British and foreign, 1d. per register ton.

Ballast-Taken away, or put alongside, for 4d. to 5d. per ton. All vessels

equally privileged.

DEPTH OF WATER.—Rise and fall of water in the bay with high spring tides, 30 to 36 feet; at the pier head, spring tides, from 16 to 20 feet. The least water, neap tides, is 9 to 10 feet, or the Liverpool old dock depth, by Holden's or Isle of Man tide tables.

# GARMOUTH, A CREEK IN THE PORT OF BANFF. (See Appendix.)

# GATEHOUSE, A CREEK IN THE PORT OF DUMFRIES.

PILOTAGE.—There is no regular charge for pilotage; it is left to the generosity of the master; but less than 2s. 6d. has never been offered.

The river is well perched from the mouth to the entrance of the canal. One halfpenny per ton is charged for the perches.

HARBOUR DUES-2d. per ton register on each cargo loaded or discharged.

BALLAST .- From 4d. to 5d. per cart load.

DEPTH OF WATER.—Spring tides, from 91 to 11 feet.

D. M'Adam, harbour master.

#### GIRVAN.

PILOTAGE.—From 3s. to 4s., according to the depth of water, in and out. HARBOUR DUES.—All strange vessels are charged at the rate of  $2\frac{1}{2}d$ . per ton; vessels belonging to burgesses of the town,  $1\frac{1}{2}d$ . per ton.

DEPTH OF WATER—From 7 to 9 feet, according to the state of the wind and

tide.

The entrance to the harbour is pointed out by a perch on the right hand side.

# GLASSON DOCK, A CREEK IN THE PORT OF LANCASTER.

For the charges at this creek, see Lancaster.

#### GLASGOW.

#### PILOTAGE.

From Greenock to Glasgow, or Glasgow to Greenock, or the Tail of the Bank. For all vessels not exceeding 6 feet draught of water, 18s.

Additional, per foot, for vessels not exceeding 80 tons, 3s.

Additional, per foot, for vessels exceeding 80 tons, and not exceeding 100 tons, 3s. 6d.

Additional, per foot, for vessels exceeding 100 tons and not exceeding 110 tons, 4s.

Additional, per foot, for vessels exceeding 110 tons, 5s.

Odd inches to be paid in proportion.

Vessels to or from Dumbarton or Bowling Bay, to be charged at one-half of these rates; and vessels plying on the river, towed by steam, at two-thirds.

Vessels starting from Port Glasgow, upwards, or stopping at Port Glasgow harbour, downwards, to be charged 3s. less than the sum payable by the preceding rates.

River pilots employed to take charge of vessels from Greenock to Port Glasgow, or from Port Glasgow to Greenock, to be paid at the rate of deep-sea pilots namely 1d nor ton register

pilots, namely, 1d. per ton register.

HARBOUR DUBS.—All vessels arriving at and departing from this harbour pay 2d. per ton register, except river steamers not passing Ardrossan, which pay only 1d.

Vessels lying longer in the port than twenty-four working days are liable to

an extra charge of 1d. per ton register for every week.

DEPTH OF WATER.—Spring tides, 161 feet; neap tides, 131 feet.

#### GLOUCESTER.

The port of Gloucester includes the lower part of the river Severn, below Gloucester Bridge, and below Kingroad, and the mouth of the river Wye.

PILOTAGE PER TUG STEAM-BOATS.	8.	D.
Bristol, to Sharpness, per ton,	1	0
Sharpness, to or from Kingroad,		
Sharpness, to Newport, River's Mouth, per ton,	1	0
Sharpness, to Newport Town,		
Sharpness, to or from Penarth,		
Sharpness, to Cardiff Locks,		
Sharpness, to or from Slimeroad,		
Kingroad, to or from the Holmes,		6

Other distances in proportion.

#### PILOTAGE

For conducting vessels up and down the River Severn between Kingroad and Sharpness Point.

Vessels employed in the foreign or over-sea trade:-

Vessels	drawing	le	ss than 7	feet w	ater, per	foot,		2s.	6d.
	,,	7	feet, and	under	10 feet,	per foot,		3	0
	"			,,	12 feet,	,,	• • • • • • • • • • • • • • • • • • • •	3	6
		12	,,	"	14 feet,	"		4	0
	••	14	feet, and	upwai	rds		•	5	0

Vessels employed selely in the coasting trade of the United kingdom, and being under the burthen of 95 tons register:—

Exceeding 12 feet draught of water, or 95 tons register, to be chargeable with the over-sea rates.

Vessels bound to and laden with coals from Lydney or Bullo Pill:-

V essels	drawing	16	ss tha	an 7	ieet w	ate	r, per	' 100t,	 ls.	64
	,,	7	feet,	and	under	10	feet,	per foot,	 2	0
	,,		,,				,,			
	,,	12	,,		"	14	,,	29	 3	0
		14	feet.	and	upwai	rds,		******	 4	0

Coasting vessels, exceeding 95 tons register, or 12 feet draught of water, to be charged with the over-sea rates. A quarter of the present rates to be deducted when the vessels employ steam power.

CRANAGE.—For cranage on all lifts under two tons weight, 3d. per ton; above two tons, and not exceeding five tons, 6d. per ton; above five tons, 2s. per ton.

LOCKAGE.—Every vessel passing through the Company's locks, empty or in ballast, shall pay 1d per ton register for each lock of water; and every vessel conveying along the canal a less quantity of goods than her registered tonnage, shall pay 1d. per ton per lock on the deficiency between the tonnage of the goods on board and the register tonnage of the vessel: provided that the hold of the vessel is not full.

MOORAGE.—For the moorage of all vessels remaining in the canal or basins beyond one calendar month, one halfpenny per ton per week, and in proportion for any part of a week, which they may so remain, shall be charged. Boats and vessels under 20 tons burthen shall be rated as 20 tons.

#### GRAVING DOCK RATES.

				Entre		mon	ey.	Da	ily r	ate.
For vessels not	exceeding	50 t	ons register,	, £ı	15	0	•••	£0	3	2
Above 50	and under	70	. ,,	1	16	6	•••	0	- 4	0
" 70	,,	90	"	1	18	0	•••	0	4	10
" 90	,,	160	"	1	19	9	•••	0	5	6
,, 110		130	"	2	1	6	•••	0	6	2
" 130		150	"	2	5	0	•••	0	6	10
,, 150		170	"	2	6	6	•••	0	7	6
,, 170		190	"	2	8	0		0	8	4
" 190		210	9	2	9	6		0	9	2
,, 210		230	,,	2	11	0		0	10	0
,, 230		250	"	2	12	6	•••	0	10	10
,, 250		270	"	2	14	0		0	11	8
" 270		290	"	2	15	6	•••	0	12	6
,, 290		310	"	2	17	0	•••	0	13	4
" 310		330	"	2	18	6	•••	0	14	2
" <b>3</b> 30	,,	350	"	3	0	0	•••	0	15	ō
250	"	370	"	3	1	6	•••	ō	15	10
270	<i>"</i>	390	"	3	3	Ō		Ŏ	16	8
200		410		3	4	6		ŏ	17	6
		430	"	3	6	ō	•••	Õ	18	4
″ 490	•	450	"	3	7	6		Ö	19	2
" 450	<i>"</i>	470	"	3	9	0	•••	ĭ	0	õ
470	~	490	"	3	10	6	•••	î	Ö	10
″ 400			he same pro			9	•••	•	U	10
,, 430	mer ageing	111 0	no seme bro	Lar or	0114					

Length from the gates to the end near the river, 122 feet 6 inches. Length of the floor from the forebay to the end next the river, 113 feet. Breadth on the floor, 31 feet. Breadth at the top of the side walls, which are 3 feet 6 inches above the water line, 35 feet. Depth of the floor below the forebay, 1 foot 9 inches.

Entrance.—Depth on the sill, 10 feet 9 inches, with the water at the 18 feet level of the canal. Breadth at the water line, 29 feet 3 inches. Breadth at the top of the side walls, which are 4 feet 3 inches above the water-line, 29 feet 11 inches.

#### HORSE TRACKING.

The masters of all sea-going vessels above 30 tons register shall employ a horse or horses for tracking their vessels along the canal.

The horses shall be attached to vessels by the horse contractors in number according to the following scale:—

For vessels not exceeding 40 tons register, 1 horse.

,,	40	tons,	and unde	r 80	22	2 horses.
"	80	"	**	130	"	3,,
"	130	"	,,	180	"	4 ,,
"	180		. ,,	250	"	5 ,,
"	250	"	"	300	"	6 "
"	300		"	350	"	7 ″,
"			upwards.		"	8

The following scale of charges shall be paid by the masters of vessels for horse tracking.

For the whole length of the Canal:—For vessels under 20 tons, 7s. each. For vessels above 20 and not exceeding 150 tons, 4d. per ton, and 2½d. for every additional ton. One-half of the above rates shall be paid to and from the junction, and one farthing per ton per mile for all intermediate distances.

If any master of a vessel chooses to employ a greater number of horses than is specified in the above scale, he shall pay for each horse the sum of 10s. for the whole length of the canal, and in the same proportion for shorter distances.

If any master of a vessel, having ordered horses, shall refuse or neglect to commence his passage along the canal at the time appointed, he shall pay to the contractor 1s. per hour for each horse detained on the canal bank, and 5s. per day for each horse detained in the stable in consequence of orders given by the master.

HOVELLING.—For a boat, 7s. 6d.; each man, 7s. 6d.; and for each man, every

tide that the vessel is got under weigh, after the first tide, 2s. 6d.

The entrance to the Gloucester and Berkeley Canal is at Sharpness, about 18 miles from Kingroad. The canal is 16 miles in length, terminated by a commodious basin at the town of Gloucester. The depth of water on the sill of the outer gates is, at high spring tides, 33 feet; lowest neap tides, 11 feet. On the sill of the inner gates, 18 feet. Width of the entrance, 40 feet; width of the locks, 36 feet; length of the locks, 163 feet.

Vessels drawing 15 feet can now proceed to Gloucester without lightening, and

the Company are dredging the canal to the original depth of 18 feet.

PIER SIGNALS.—A red flag by day, and a light by night when the entrance gates are open, but when large vessels are coming up, the flag is not hoisted until there is sufficient depth of water over the sill for them to enter.

Bullo Pill Wharfs.—Bullo Pill Wharfs are about 26 miles from King Road. A large quantity of coals are shipped from this place in vessels rarely

exceeding 8 feet draught of water.

Ballast.—8d. per ton, if taken on board on the south side of Lanthony bridge, and 1s. per ton if brought alongside affoat, or to the vessel in carts, at the master's request; to be paid at the canal office. Vessels are charged tonnage at the rate of 6d. per ton for ballast which is not taken from the premises of the Company, or not put on board by the Company's contractor. 5d. per ton is charged for taking ballast out of vessels.

J. G. Francillon, ship and insurance broker, and Lloyd's agent and surveyor,

High Orchard Wharf.

# GOOLE—(See Appendix.)

# GRANGE, A CREEK IN THE PORT OF LANCASTER.

No charges of any description, except 3d. per ton, per annum, for the Walney Light, payable in the first voyage.

BALLAST FOR THE TAKING.

#### GRANGEMOUTH.

#### SAMSON AND HARMONY TUG STEAM-BOATS.

From Carronmouth to the Harbour.

Vessels under 150 tons regis. 0s. 2d. 150 and under 200 ,, ,, 0 2 $\frac{1}{4}$  250 and under 300 ,, ,, 0 2 $\frac{1}{4}$  250 and under 300 ,, ,, 0 2 $\frac{1}{4}$  250 Above 300 ,, ,, 0 3

James Wilkie, manager for the steam towing company, to whom application for the boats is to be made.

All vessels requiring the tug steam-boats are to make a signal in day-light, by a weft (where best seen), and during night, by two lights, one above the other, so that it may be known from a light for a pilot.

PILOTAGE.—Vessels coastwise, 1s. 6d. per foot draught of water; to or from

foreign ports, 2s. per foot.



HARBOUR DURS.—On British, or privileged foreign vessels, 2d. per ton; shipping belonging to foreigners, not privileged, 3d. per ton.

LAMP DURS.—Under 50 tons, 6d.; 50 to 100 tons, 1s.; 100 to 150 tons, 1s. 6d.;

and so on.

DEPTH OF WATER.—At high stream tides, 20 feet at present, but there is a wet dock constructing, which, it is expected, will be finished in about a year, the depth of water in which will be 23 feet; and the river Carron is to be dredged to 24 or 25 feet, or, if possible, to the depth of 27 or 28 feet.

Ballast-1s. 3d. per ton.

John S. Mackay, collector for Canal Company; Henry Rodger, berthmaster.

# GREENCASTLE, A CREEK IN THE PORT OF LONDONDERRY.

Vessels in distress or wind-bound do not pay any charges whatever; if they come to the town, they pay 1s. 6d. for one mast, and 2s. 6d. for two or three masts, for anchorage.

#### GREENOCK.

#### RATES OF TOWING ON THE RIVER CLYDE.

In common moderate weather, and when the service is likely to be attended with more than ordinary risk, a distinct bargain must be previously made.

The company is not responsible for any damage sustained or done by the vessels in tow, nor for any damage that may take place by vessels running into the harbour.

Vessels towing to provide good stout hawsers; and all vessels shall be held liable for any damage that may occur, by giving a wrong statement of their draught of water.

		From Gr	enock to		From Glasgow to								
Vessels' Draught of Water at the Broomiciaw.	Glasgow.		Dumbarton, Dunglass or Bowling Bay.	Port Glasgow.	Port Glasgow or Greenock.	Bowling Bay, Dunglass or Dumbarton.	Renfrew er Paisley Water.						
Not exceeding 6 feet, Above 6 not ex. 7 , 7 , 8 , 9 ,, , 9 , 10 ,, , 10 ,, 11 ,, , 11 ,, 12 ,, , 12 ,, 13 ,, , 13 ,, 14 ,, , 14 ,, 15 ,,	s. d. 0 6 0 7 0 8 0 9 0 10 0 11 1 0 1 1 2 1 3	5. d. 0 5 0 6 0 7 0 8 0 9 0 10 0 11 1 0 1 2	*, d 0 4 0 5 0 5 0 6 0 7 0 8 0 9	a. d. 0 2 0 2 0 2 0 3 0 3 0 3 0 3	s. d. 0 6 0 7 0 8 0 9 0 10 0 11 1 0 1 1 2	8. d. 0 4 0 5 0 5 0 6 0 7 0 8 0 9	0 8 0 8 0 4 0 5 0 6 0 7 0 8 0 9						

And 1d. per ton register for every foot additional.

Steamers, without machinery, above 400 tons, (carpenter's measure,) £6 6 each.

", ", 300 to 400 ", ", ", 5 5 ",

", " under 300 ", " " 3 3 ", Rafts of timber, £7 7s. per tide, if not exceeding six hours; and £1 1s. for each hour additional.

All boats or wherries under 10 tons, 5s. each.

Towing vessels betw. either slip and the Broomielaw, not exceed. 100 tons, £0 10 " exceeding 100 and not exceeding 200 " 0 15

Lighters to be towed as per agreement. Any vessel sailing part of the way, and employing a steamer for the remainder, to be charged the full rate, as if towed the whole distance. Foreign vessels to pay according to the British registry.

Vessels neapt at either ports, to be charged £5 5s. per tide for attendance of a tug boat. Vessels grounding in the river, and requiring the attendance of a tug boat more than two tides, in making the passage, to be charged in addition to the rates, £5 5s. per tide, for the third and following tides. Vessels engaged to be towed outwards, to be allowed half an hour after the steamer gets alongside, before getting under weigh; and if detained longer, to be charged £1 1s. per hour in addition to the undernoted rates.

	From Greenock to																										
Register Tonnage.		all of Ban		G	ouroc	k.	1 -	ntra to och L		D	Clou nnm or oly L	ore,		Femy	88.		oint own		Lag Cui R	gs,8 , La nbra other Bay	rge 7, or	M	illpo	rt.	bra	al C y or ( :k-he	Gar-
Not above	Ļ	. ;	₫.	Ļ	11	ď.	L.	1.	d.	Į.	1.	ď	Ļ.	1:	d.	Ļ	ı,	٩	1.	1.	d.	Ľ.	·	ď.			d.
150	1	11	0	2	77		2	2 12	6						0	5		0	7	7	0	8	8	_	10	10	0
150 to 200	1		-		-		_	12		-	.8	_	4	14	6	5		6	1 :	17	6	8	18		10	10	0
200 to 250	2	2	0			- 1	8	. 8	0	-	18	-	5	5	0	6		0		8	0	9	9	0	11	11	0
250 to 800	2	18	6	8	8	0	3	18	6	4	4	0	5	15	6	6	16	6	8	18	6	9	19	6	11	11	0
800 to 850	8	8	0	3	13	6	4	4	0	4	14	6	6	6	0	7	7	0	9	9	0	10	10	0	12	12	0
350 to 400	3	18	6	4	4	0	4	14	6	5	5	0	6	16	6	7	17	6	9	19	6	11	0	6	12	12	ō
400 to 450	4	4	0	4	14	6	5	5	ol	5	15	6	7	7	0	8	8	0	10	10	ŏ	ii	11	ō		18	
	4	14	6		-5	0	5	15	6	6	-6	Õ		17	6	8	18	6	ii	č	- ۲	12	î.	6			
	5	5	o	_	15	6	_	6	ŏ		16	6		8	ŏ	9	9	Ô	11	11	ö	12	12	-		14	U
	٦.	-	6			ŏ		-	- 1	-		-		-		-	_	~	11	11	-1	ı Z		0		14	0
	5	15			.6	- 1	_	16	6		.7	Ú		18	6	9	19	6	12	1	6	18	2	6	15	15	0
600	6	6	0	ď	16	6	7	7	0	7	17	6	9	9	0	10	10	0	12	12	ol	18	18	0	15	15	0

From Port-Glasgow to any of the above distances, £2 2s. additional.

When any vessel is towed beyond any of the above distances, they are to be charged as having gone to the next.

Shifting vessels from one quay or harbour to another, under 250 tons, £0 15 0 exceeding 200 ,,

#### PILOTAGE.

From any place between the Cumbray Light and Clough Light, or from the anchorage of Fairlie Roads, Rothesay Bay, or quarantine station, Holy Loch, to Greenock Roads and mooring, or to the quay and berthing, 11d. per ton register.

From any place inside the Clough Light, or from the anchorage at Gourock Road, or Tail of the Bank, 1d.

Vessels inward bound not boarded until nearer Greenock than the Bay of Quick, one halfpenny per ton.

From Greenock to Port-Glasgow, which rate is to be added to the above for vessels from any of those stations for that port, 1d. per ton.

From Greenock Roads, unmooring, and bringing into the harbour or any of the docks, a ship, 5s.; a brig, 4s.

The same rates chargeable for like distances outwards. All vessels under

foreign flags to pay one halfpenny more than the above rates.

Any vessel anchoring at the Tail of the Bank, outward bound, the pilot, if required, is afterwards to go and assist her out to any distance the master may require between the Clough and the Cumbray, without any additional charge to 11d. per ton. Should the pilot not attend, another may be taken on board, who is to have 1d, per ton for taking the vessel from the Tail of the Bank out, leaving one halfpenny per ton as the fee for piloting from the quay to the Tail of the Bank.

Pilots going on board ship (liable to quarantine) at the request of owner or master, are to be allowed, in addition to their pilotage, 4s. 6d. per day of twentyfour hours, for every day they may be detained.

HARBOUR DUES .- British vessels, 8d. per ton register in and out; foreign vessels, one-half more.

Ballast, —Common ballast, 8d. per ton; stones, 2s. to 2s. 6d. put on board.

#### GRIMSBY.

PILOTAGE—2s. per foot on all vessels to or from foreign. Coasting are under no obligation to take pilots.  HARBOUR DUES.	ves	sels
Ships, &c. coming from or going to any port or place in Denmark, Sweden, or Norway, below Elsinore, or in Germany, Holland, Flanders, France, to the eastward of Ushant Island, the Islands of	s.	D.
Guernsey, and Jersey,	0	6
the Straits of Gibraltar,	0	9
forenamed, to the southward of Cape Saint Vincent,	1	0
regularly employed in the trade of the port of Grimsby, nor having made her last voyage from thence, and paid duty thereon,	0	4
week, and so in proportion for less time than a week,	0	1
to pay per ton,  The last mentioned vessels to pay per ton per week, &c. after the lapse	0	11
of the first week,	0	01
Those under 50 tons, and not remaining more than 24 hours, to pay,	5	0
After the expiration of 24 hours, to pay per ton per week,	0	0 <u>1</u>
Coasting vessels pay per ton on their goods.		_
DEPTH OF WATER.—Spring tides, 17 feet; neap tides, 13 feet.		
Ballast-1s. per ton.		
J. Lamming, harbour master.		
CTTTT TOTAL		

#### GUERNSEY.

#### HARBOUR DUES.

Vessels under	30 tons,	28.	0d.	Vessels under	: 120	tons, (	is. 0d.	
31 and under	60 "	4	0	121 and under	200	) "	70	
61 ,, ,,	120 ,,	6	0	Above	. 200	) ,, (	3 0	
For pilotage, stat	tes dues,	& c.	see	Alderney Island,	the	charges	being	the
same at both places.								

# GWEEK-(See Appendix.)

# HARRINGTON, A CREEK IN THE PORT OF WHITEHAVEN.

#### HARBOUR DUES.

To any part whatever with waggon coals:—For harbour tonnage, 6d. per ton; for harbour light, three farthings, per ton.

With cart coals:—For harbour tonnage, 5d. per ton; for harbour light, one

halfpenny per ton.

#### HARBOUR DUES-(continued.)

With goods or in ballast:—For harbour tonnage, 3d. per ton; for harbour light, one halfpenny per ton.

With lime:—For harbour tonnage, one halfpenny per Carlisle bushel; for

harbour light, one halfpenny per ton.

Vessels put in by stress of weather, 31d. per ton register for light at Quay end.

HARBOUR BOAT CHARGES.—A sloop under 50 tons, 2s. in, and 2s. out; above 50 tons, 2s. 6d. in, and 2s. 6d. out.

Schooners, from 3s. to 3s. 6d. in and out.

Brigs, from 100 to 140 tons, 4s. in, and the same out; from 140 to 200 tons, 5s. in, and the same out.

Ballast.—Vessels taking waggon coals, 1s. 9d. per five tons; vessels loading

cart coals, 2s. 7d. per ton.

DEPTH OF WATER.—3½ feet less than at the old dock gates, Liverpool; but the wind on the Cumberland shores has much influence on the tides. In S.W. gales, the tides are much higher than calculated for, and in strong gales from N. and N.E., the tide is much lower than calculated for.

A flag is hoisted on the flag-staff on the hill by day, when there is 8 feet of water in the harbour; and by night, a light is hoisted in a large lantern at the Quay end. The light and flag remain as long as there are 8 feet of water in

the harbour.

#### HARTLEPOOL, A CREEK IN THE PORT OF STOCKTON.

PILOTAGE.—British vessels, 1s. 3d.; foreign ships, 1s. 9d. per foot draught of water, inwards and outwards. Between the first day of October and first day of April, 3d. per foot extra; and for every foreign vessel, 5s. over and above the aforesaid rates.

Tug Steamers.—For towing wind-bound vessels, in and out, 2s. per keel; vessels loading or discharging, 1s. per keel. Running fitters charge for colliers loading, 5s. per vessel.

DOCK DUES.

For every ship or other vessel entering the port for the purpose of loading or discharging a cargo, the sum of 1½d. for every ton burthen of such ship or vessel.

For every ship or other vessel entering the port for shelter, and departing

without taking in a cargo, the sum of three-farthings per ton.

The charges for dock dues are independent of the dues of the commissioners of the pier and port of Hartlepool, which are 1d. per ton, and 1s. 4d. for each ship loading or discharging a cargo, and 8d. if taking refuge.

Ballast.—For all ballast removed from any ship or vessel, 1s. 3d. per ton.

The present charge for ballast is 9d. per ton.

The harbour dock is sufficient to contain 250 vessels; the new or inner dock, 300 vessels,

DEPTH OF WATER ON THE BAR.—Spring tides, 17 to 20 feet; neap tides, 13 to 15 feet—one foot less in the harbour, and not less than 17 to 18 feet in the new or inner dock at any time. Spring tides, from 23 to 24 feet, the largest

vessels being always afloat.

Abstract of Harbour Act.—For every ship or vessel entering into or using the said port of Hartlepool, the rate and duty of 1d. for every ton of the burthen of such ship or vessel, to be paid by the master or owner thereof, on every voyage on which such ship or vessel shall enter or use the said port; the amount of the number of tons of each and every such ship or vessel to be ascertained according to the law or laws in force for the time being for that purpose. And for every decked ship or vessel which shall enter the said port of Hartlepool, in addition to the tolls hereby granted, the further sum of 1s. 4d. per ship or vessel.

And for any ship or vessel as aforesaid entering the said port and harbour, other than for the purpose of loading or unloading, or driven in within the same through the danger of the seas, stress of weather, or pressure of the enemy, any sum not exceeding one-half of the before-mentioned tolls.

John Burlingston, harbour master.

#### HARWICH.

#### PILOTAGE.

From Sea, or Orfordness, to Harwich Harbour.—Vessels under 10 feet, £2 2s.; 10 to 13 feet, £3 3s.; and 13 feet and upwards, £4 4s.

From the Rolling Grounds to Harwich Harbour. - Vessels under 10 feet, £1 1s.;

10 to 13 feet, £1 11s. 6d.; and 13 feet and upwards, £2 2s.

From Harwich to Sea, or Orfordness .- Vessels under 10 feet, £1 11s. 6d.; 10 to 13 feet, £2 2s.; and 13 feet and upwards, £3 3s.

From Harbour to the Rolling Grounds.—Two-thirds of the above.

Ships not privileged pay one-fourth more than the above.

Ballast.—2d. per ton, on register tonnage.

HARBOUR DUES .- Vessels belonging to Harwich or otherwise, pay 1d. per ton on coals discharged. Nothing for other goods. Strange vessels also pay 4s.

Anchorage Dues.—Vessels not belonging to the port, 4d. each vessel.

Depth of Water.—Spring tides, from 20 to 30 feet; low water spring tides, from 9 to 10 feet on entering the harbour, and good anchorage within the harbour at all times of from 5 to 6 fathoms at low water.

#### HASTINGS, A SUB-PORT TO RYE.

There is no harbour at this place; vessels lie to on the beach to discharge their cargoes. Pilots are seldom engaged; but when they are required. £1 per vessel is generally charged. Hastings is about ten miles west of Rye.

# HAVERFORD WEST, A CREEK IN THE PORT OF MILFORD.

From the locality of this place, the narrowness of the river, and the shallowness of water, only small coasting vessels, to which the trade is confined, can come up to the town. The rates of pilotage are the same as at Milford. At high water, upon spring tides, there is not more than from 10 to 11 feet; when exceeding that, it extends over the marshes, and vessels cannot then be hauled up, which is always done by hands; at low neaps the tide scarcely makes its appearance at the quay. There being no authorised rule established for men's pay, the haulers generally get 7s. 6d. upon a tide for towing up a vessel, and the same for taking one down. Men employed working upon the quay are paid about the same amount per day. The only charge upon vessels at this place is 1d. per register ton to the Mayor and Corporation.

#### HAYLE, A CREEK IN THE PORT OF ST. IVES.

Towage.—There are no regular tug boats, but there is a steamer (Herald) which plies weekly between this and Bristol, which tows vessels in and out on her arrival and departure, at the following rates, viz.:—Coasting vessels under 100 tons, 15s.; above 100 tons, £1; foreign vessels, from £2 15s. to £3, as may be agreed on.

PILOTAGE.

Coasting vessels under 80 tons, 4s. 6d. | Coasting vessels 100 to 120 tons, 6s. 0d.,
,, 80 to 100, 50 | ,, 120 to 150, 70

Foreign vessels, 2s. per foot of draught water in, and 1s. per foot out, if in

Foreign vessels, 2s. per foot of draught water in, and 1s. per foot out, if in ballast. The pilotage for coasters is the same in and out, and the pilot who takes a vessel in claims putting her out again.

Each man employed, in addition to the pilots, receives from the Bay to the Wharfs, 3s.; from Chapel Anger or Bar, 2s. 6d.; from Ferry or Ballast Point, 2s. If employed in transporting a vessel in the harbour, 1s. 6d.

There are no harbour dues, but there is a charge made of 2s. 6d. per vessel

for buoyage, and 2s. postage.

Ballast.—Sand, 3s. per 100 barrows, computed to be ten tons.

DEPTH OF WATER.—Spring tides, outer buoy or bar, 21 feet; inner buoy, 15½ feet; Barrel Post to Chapel Anger, 17 feet; Ferry or Ballast Point, 15 feet; west end of Cornish Copper Company's Stay Quay, 13 feet; Steamer's Wharf, 13½ feet; Cornish Copper Company's Gates, 11 feet. Three feet may be added for average spring tides.

Expenses for discharging coals,  $2\frac{1}{2}d$ . for every three tons, for each man employed; and it requires 13 hands, including the crew, to unload a coal vessel. Charges on loading are 2d. per ton for porters; and 2d. per ton as cashier's fees. When vessels bring up in the river, and cannot reach the wharfs, they are allowed a barge to discharge in, for which they pay about  $1\frac{1}{2}d$ . per ton additional to the above charges on coals.

# HEACHAM, A CREEK IN THE PORT OF LYNN. (See Appendix.)

### HELMSDALE, A CREEK IN THE PORT OF WICK.

PILOTAGE.—Vessels inward or outward bound, 1s. per foot. Each tide's work within the harbour, 1s. per man, or nominal pilot employed. If haulers are required on the quay, some discretionary allowance is usually given, inwards only. If no haulers are required, 2s. allowance money is given to the pilots who assist. Only one man is recognized as principal pilot, having a small salary from the Duke of Sutherland.

HARBOUR DUES.—3s. per ton, for all vessels, with one farthing per ton for

warpage.

Ballast.—Nothing is charged except for cartage, which varies from 3d. to 6d. per ton, according to distance.

DEPTH OF WATER.—There is a shifting bar at this port; in its present state, at spring tides, there are only 14 feet water; neap tides, 8 feet.

# HERNE BAY, A CREEK IN THE PORT OF FAVERSHAM.

There are no charges on vessels at this creek. Merchandize is shipped and delivered from vessels, from half ebb to about half flood tide.

Depth of Water.—Spring tides, from 14 to 16 feet.

# HESKETH, A CREEK IN THE PORT OF FLEETWOOD. (See Appendix.)

# HOLYHEAD, A SUB-PORT TO BEAUMARIS.

PILOTAGE. Vessels under 60 tons regis. £0 10 6 | Vessels under 120 tons regis. £1 1 60 and under 80 0 15 0 | 120 and under 200 1 11 80 120 1 1 0 200 300 2 2 ,, 300 and under 400 tons register, £3 3 0

All ships or vessels under any circumstances of distress, are to pay such pilot a further sum of money, to be calculated according to the extent and circumstances of such distress and the service afforded.

Ships and vessels which shall be boarded by pilots, at the distance of three leagues or further to the southward and westward of Holyhead, are to pay the several rates following, viz.:—

On having a Liverpool pilot on board, off Elianus Point and the Holyhead pilot there, ......£3 3 0

On landing the pilot at the Great Orms Head, ...... 4 4 0

If a pilot is taken boyond the limits of his license, to Chester Water, or

It is particularly requested that commanders of vessels, on discharging their pilots off Elianus Point, or the Orms Head, should be certain that such pilots will be taken on shore without being delayed on board such vessels or boats as may receive them, as a pilot is entitled to 7s. 6d. per day for every day he is kept out from landing after the day he is discharged from the ship or vessel he may have piloted, unless it can be proved that such delay has unavoidably happened from the violence of the wind and weather.

It is not compulsory on coasting vessels to take pilots.

Ballast.—On all vessels in general, from 8d. to 1s. per ton, varying according to circumstances.

HARBOUR DUES.—On all vessels in the foreign trade, in ballast, and with cargoes, 1d. per ton; on all vessels in the coasting trade, in ballast, and with cargoes, one halfpenny per ton.

Anchorage.—On all vessels entering the harbour, 1s. per vessel. Graving Dock Dues.—£1 1s. first day, and 7s. per day after.

DEPTH OF WATER.—At the entrance of the harbour, 12 feet at low water, rising 21 feet with the spring tides.

Hugh Evans, harbour master; John Thomas, assistant. Hugh Williams, captain pilot.

# HOLY ISLAND, A CREEK IN THE PORT OF BERWICK.

PILOTAGE.—From the 1st of April to the 1st of October, 2s. 6d. per foot, in and out; from the 1st of October to the 1st of April, 3s. in and out.

HARBOUR DUES.—If riding affoat in the harbour, 10d.; if lying aground, 1s. 2d. BALLAST.—Discretionary to the harbour master, agreeably to the quantities wanted.

FAIRWAY BUOYS.—Collected by Trinity agent, when vessels have not paid previous to entering this place.

DEPTH OF WATER-On the bar, at low water spring tides, 7 feet.

### HOLY LOCH, A CREEK IN THE PORT OF GREENOCK.

This being a quarantine station, no charge is made on vessels, all port charges being collected at Greenock.

# HOWTH, A CREÈK IN THE PORT OF DUBLIN.

On small coasters, coal vessels, and fishing craft belonging to the neighbour-hood, there is no charge whatever. The enormous sum of money laid out in the forming of this harbour is a useless expenditure, for the place is nearly full of sand, and in such a condition that no vessel can take it as a place of shelter, unless it be to save life.

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# HULL.—(See Appendix.)

# HYTHE, A CREEK IN THE PORT OF DOVÉR.

There is no harbour at this place; it is merely a village on the coast. Vessels that have cargoes for Hythe lie to on the beach, and their cargoes are carted up to the village.

#### ILFRACOMBE, A CREEK IN THE PORT OF BARNSTAPLE.

Towage.—There is no fixed rate for towing vessels at this harbour. The charge depends upon the difficulty or risk, and shipmasters are recommended to make an agreement with the towmen, previous to employing them, as there are no licensed pilots at the place.

MOORAGE.—There is a charge made for new moorings lately laid down in the harbour, and for a buoy fixed outside the pier, but within the precincts of the harbour, which charge depends upon the size and description of the vessel.

KEELAGE.—Vessels belonging to Ilfracombe, driven in by stress of weather, and not discharging their cargoes, 6d. Coasters, not belonging to Ilfracombe, 1s. 6d. Vessels with cargoes to or from foreign ports, 2s. 6d.

LIGHT DUES.—Vessels belonging to Ilfracombe, 6d. per year. Vessels not belonging to Ilfracombe, 1s. for every time they put into the harbour.

HARBOUR DUES.—Vessels belonging to Ilfracombe, 4s. 4d. Vessels belonging to any other port, 6s. 8d. Fishing boats belonging to the port, 4s. 4d. for the season.

WARPAGE.—Vessels belonging to Ilfracombe, 6s. 8d. Vessels belonging to any other port, 13s. 4d.

Ballast.—2d. per ton.

#### INVERARY, A CREEK IN THE PORT OF GREENOCK.

# Vessels from 12 to 20 tons, 2s. 6d. | Vessels from 40 to 60 tons, .... 6s. 0d. ,, ,, 20 ,, 30 ,, 4 0 | ,, ,, 60 ,, 80 ,, .... 7 0 ,, ,, 30 ,, 40 ,, 5 0 | ,, ,, 80 and upwards, 8 0

Vessels from 6 to 12 tons, not being a fishing boat, 1s. 6d.

Boats under the size of 6 tons burthen, bringing merchandize or provisions of any kind, with the exception of boats bringing white or shell fish, which are not

liable to pay duty, for each trip, 1s.

No dues exacted from fishing boats or fishing vessels, either on their entry to or departure from the pier or harbour of Inverary. Burgesses being owners of vessels pay no harbour dues.

DEPTH OF WATER.—At the pier head, spring tides, 14 feet; neap tides, 9 feet.

James Murray, harbour master.

### INVERGORDON, A CREEK IN THE PORT OF INVERNESS.

TONNAGE Dues.—On vessels using the harbour, or the limits thereof:-30 and under 50 tons, ... 2s. 6d. Under 6 tons, ..... 0s. 3d. 6 and under 10 tons,... 0 6 50 60 " ... 3 6 ,, 60 15 ,, ...1 0 80 ... 0 l perton. 10 " ,, ,, 20 " …1 80 15 100 ,, ,, 30 " ... 2 0 100 and upwards, ..... 20

Threepence per ton, chargeable per month, on vessels laid up in the harbour.

# INVERKEITHING, A SUB-PORT TO BO'NESS.

PILOTAGE.—As may be agreed on.

80 "

HARBOUR DUES .- 1d. per ton register.

Ballast.—Taken from the vessel at 4d per ton, but captains may make an agreement. Ballast at 8d per ton put on board.

DEPTH OF WATER.—Spring tides, from 12 to 14 feet; neap tides, 8 to 9 feet.

#### INVERNESS.

PILOTAGE IN AND OUT OF THE RIVER.—Vessels of 50 tons and under, 6s.; above 50 tons, 6s. for the first 50 tons, and one halfpenny per ton for every ton additional.

ANCHORAGE.		
Vessels under 50 tons, each vessel,	28.	0d.
Above 50 tons, 2s., and each ton additional,		
Boats, except when laden with fresh fish, each oar,	0	1

BALLAST.—Vessels requiring ballast will be supplied by the shoremaster at 1s. per ton. If a shipmaster prefers providing himself with ballast, he pays, if a freeman, 1d. per ton of ballast for shore dues; and if an unfreeman, 2d. per ton. Ballast when landed is the property of the shoremaster.

DEPTH OF WATER.—At outer bar, in coming to Thornbush Pier, spring tides, 17½ feet; neap tides, 13 feet. At Ford, leading to Upper Quay, at spring tides, 14 feet; neap tides, 9 feet.

The basin of the Caledonian Canal is an excellent wet dock, with 18 feet water. Charge, 6d. per ton.

The charge from sea to sea, by the canal, is 1s. 3½d. per ton. Depth of water, 14 feet throughout.

#### IPSWICH.

						PILOT	AGR.		Pe		draught
Rea	sch to	the	dock e	entre	nce,	ownham for ever	Reach, y British	or from Down sloop or vessel	with	of w	3 <i>d</i> .
								3,		2	
								vice versa, for		-	•
Bri	tish ves	sel,		••••						0	9
						ich Harl	our, and	vice versa, Harwich harbo		0	6
										1	3
								n Reach to Ha			-
har	bour,	• • • • •			•••••					1	3
							esaid rat				
All	vessels	abo	ve 40	tons	regi	ster are	compelled	l, by act of Parl	iamer	ıt, ta	take
								Reach is distan	it fron	ı Ipa	wich
							ich 12 m				
								at Harwich, in	the e	ntrai	ice of
							am Reac				
No	vessel	s co	mpelle	d to	takı	e a pilot	before ar	riving at Down	ham h	teac	h.
						TONNAGI	DUES.				
Vesse	ls unde	r 50	tons,	. Os.	1 <i>d</i> .	British v	ressels no	t belonging to th	ie port	, Os.	1 <u>1</u> d.
From	50 to	60	,,	0	11	,,	"	,,	,,	0	2
"	66 "	70	"	0	2	,,	"	"	,,	0	3

#### TONNAGE DUES continued.

From	80	to	90	tons,	0s.	4d.	British	vessels not	belonging to	the port,	Os.	6d.
,,	90	,,	100	,,	0	5	,,	"		,,	0	71
,,			110	,,	0	6	,,	"	"	"	0	9
,,	110	,,	130	"	0	7	"	,,	"	,,	0	101
,,	130	,,	150	"	0	8	"	,,	,,	"	1	0
,,	150	,,	175	,,	0	9	"	,,	,,	"	1	11
	175			"	0	10	"	,,	,,	,,	1	3
			250	"	0	11	,,	,,	"	,,	1	41/2
,,	250			"	1	0	. 29	,,	,,	,,	1	6
"	300	an	d upv	wards	1	6	,,	>>	"	,,	2	3

Foreign vessels, double the first specified rates or duties.

Ipswich vessels bringing coal only, and departing in ballast, pay only half dues.

Ipswich vessels bringing other goods are charged full tonnage duty for the quantity of goods on board, in proportion the goods bear to the register tonnage of such vessels. Coal pays a local duty of 1s.  $1\frac{1}{2}d$ . per ton.

Ballast.—All vessels coming to the port, and going away in ballast, are compelled to take ballast from the Commissioners' ballast quay, the charges for which are 11d. per ton to Ipswich vessels, and 1s. 5d. to all other vessels, foreign vessels included.

DEPTH OF WATER.—At present there are 12 feet, but from the improvements now in progress, there will be 17 feet at high water spring tides, to and in the dock.

# IRELETH, A CREEK IN THE PORT OF LANCASTER.

(See Appendix.)

#### IRVINE.

PILOTAGE.—There are no licensed pilots, but there are different boats' crews who attend for that purpose; their charge is from 5s. to 10s. or 12s. inwards, according to the size of the vessel and draught of water.

HARBOUR DUES.—Vessels arriving in ballast, and sailing with ballast,  $1\frac{1}{2}d$ . per ton register. With ballast, and sailing with cargo, 3d. per ton register. With part cargo, and sailing with cargo,  $3\frac{3}{4}d$ . per ton. With cargo, and sailing with cargo,  $4\frac{1}{2}d$ . per ton. All vessels belonging to the port, one-half of the above charges.

DEPTH OF WATER.—On the bar, at spring tides, from 10 to 11 feet; neap tides, 8 to 9 feet.

A telegraph is erected on the hill, south of the harbour, showing the depth of water on the bar, for which a charge of 2d. is made on each vessel arriving.

# ISLA, A CREEK IN THE PORT OF CAMPBELTOWN. (See Appendix.)

# ITCHENOR, A CREEK IN THE PORT OF CHICHESTER.

For rates of pilotage, &c. at this creek, see Chichester.

JERSEY .- (See Appendix.)



# JOHNSHAVEN, A CREEK IN THE PORT OF MONTROSE.

PILOTAGE.—Vessels of 40 tons register, in and out, 12s. 6d.; 50 to 60 tons, £1.; 60 to 70 tons, £1 5s.—If a second boat is required, the charge is one-half more.

HARBOUR DURS.—Each vessel, three farthings per ton register.

PLANKAGE.—Each vessel loading or discharging, 1s.

Ballast.—4d.; including cartage, 1s. 4d. per ton.

DEPTH OF WATER.-Spring tides, 13 feet; neap tides, 9 feet. The largest rise and fall at low water is 18 feet.

# KILLALLA, A CREEK IN THE PORT OF SLIGO.

#### PILOTAGE.

Vessels from 30 to 50 tons, £0 15 0 | Vessels from 70 to 100 tons, £1 5 0 , 50 ,, 70 ,, 1 0 0 | , , , 100 ,, 120 ,, 1 10 0 And for every 20 tons over, the additional sum of 5s. Foreign vessels onehalf more.

HARBOUR DURS.—Vessels from 50 tons and upwards, 6s. Smack or vessel under 50 tons, 3s. 4d. Boats over 5 tons, 2s. 6d. No charge for ballast.

DEPTH OF WATER.—On the bar, at spring tides, 18 to 22 feet; neap tides, 15 to 18 feet. Spring tides at the quay, 9 to 11 feet; neap tides, 6 to 71 feet. James Jaynt, harbour master.

### KILLOUGH, A CREEK IN THE PORT OF NEWRY.

#### ANCHORAGE.

Vessels under 50 tons register, to pay	28.	2d.
50 ,, and under 100 tons,	2	8 <del>1</del>
100 " " 150 "		
150 , , 200 ,	4	5
200 ,, and upwards,	5	5
QUAYAGE.—Per ton, 11d. Plankage.—For each vessel, 2s. 2c	l.	

### Ballast-Per ton, 2d.

Vessels occupying any part of the beach, repairing, per ton, 2d.

Use of crane, for goods, per ton, 6d. Beam, scales, and weights for coal, per ton, 2d.

Vessels paying quayage are exempted from anchorage. Foreign vessels pay double the above rates. Vessels not having a man on board, during the time of being afloat, are liable to a fine of 10s.

DEPTH OF WATER.—Spring tides, 13 feet.

#### KILLYLEAGH, A CREEK IN THE PORT OF NEWRY.

QUAYAGE,	Pe	r ton.
Each vessel discharging at the quay, (except limestone for farming		
purposes,) pays on the registered tonnage, at the rate of	0s.	$2\frac{1}{2}d$ .
Vessels discharging only a part of cargo, if under one-half re-		
gistered tonnage, pay one-half; but if more than one-half, full amount.		
Discharging limestone for farming purposes,	0	1
Taking in lading	0	$\frac{2}{4}$
Taking in only part of cargo, if under one-half registered tonnage, of	voe-	half
but if more than one-half, full amount.		
Lying at the quay, taking in, discharging cargo, or otherwise, after	the	first

three weeks, (unless detained by contrary winds or stress of weather) in addition to the above rates, 2s. 6d. per week.

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#### HARBOUR DUES.

Making fast to the mooring posts, mooring buoys, or anchoring on the		
north side of bay, inside the Town Rock, and neither taking in nor	_	
discharging cargo,		
And every week after the first,	2	6
PLANKS, BEAMS, AND WEIGHTS.		
Using quay planks, discharging or taking in cargo,	1 <i>s</i> .	Od.
Discharging and taking in cargo,	1	6
Using quay beams and weights, discharging or taking in cargo,	1	0
Discharging and taking in cargo,		

BALLAST.

All ballast required will be supplied by the harbour master, from the ballast yard, on giving due notice, at 1s. per ton.

No vessel will be allowed to take ballast on board from any other source,

unless by permission of the harbour master.

All stone, gravel, tile, clay, or sand ballast, discharged from any vessel on the quay, must be immediately conveyed by the harbour master to the ballast yard; and any saleable ballast is charged  $2\frac{1}{2}d$ . per ton.

DEPTH OF WATER.—Spring tides, 12 feet; neap tides, 8 feet.

# KILRUSH, A SUB-PORT TO LIMERICK.—(See Appendix.)

#### KINGSTOWN, A CREEK IN THE PORT OF DUBLIN.

#### TUG STEAMER ADELINE.

There being no fixed rates, the master makes the best terms he can, varying according to the state of the weather, &c. as follows:—From Kingston harbour or the bay of Dublin, to custom-house quay, £5 to £10. From the light house, at the entrance of the river Liffey, to quay, £3 to £5. From the pigeon house to quay, £2 to £3; and should she take two vessels in tow at the same time, the charge will be one-third less for each vessel.

### PILOTAGE INWARDS, PER FOOT.

	Fore	igners.	fro	Na: m Fore	ives ign Ports	. Col	liers &	Consters.
From outside the banks over the bar,	68.	0d.		38.	0d.	•••	28.	0d.
From outside the banks, to the quays,								
north wall, or patent slip dock,	1	6	•••	1	0	• • •	0	6
From inside the banks over the bar,	4	0	•••	2	0	•••	1	0
From inside the banks to the quays,								•
north wall, or patent slip dock,	l	6	•••	1	0	•••	0	6
From the bay over the bar,	3	0	•••	1	6	•••	1	0
From the bay to the quays, north wall,								
or patent slip dock,	1	6	•••	1	0	• • •	0	6
The above charges as	a la	te Tri	sh cur	renc	v			

The above charges are late Irish currency.

Into Kingstown, the same as over the bar at Dublin. Wind-bound vessels are not compelled to take a pilot.

All vessels of 50 tons burthen and upwards are obliged by law to take a pilot, (except coasters with fish or potatoes in bulk,) and masters of vessels, refusing to take a pilot, pay as if they had one actually on board.

Vessels are considered outside the banks when Ireland's Eye bears to the westward of north by compass, and inside when to the eastward. Also, outside when Bray Head bears to the northward of west, and inside to the south, when within the banks.

From half flood to half ebb, there is, in the day time, a large ball hoisted on the top of the light house, at the entrance of the Liffey; and at night, a small light below the lantern.

TONNAGE DUTY.—51d. per ton. Quayage, 1d. per ton.

FOR TAKING IN BALLAST.—1s. 6d. per ton. For putting out,  $7\frac{1}{2}d$ . per ton. For heaving,  $2\frac{3}{2}d$ .

For clearing anchors from mooring chains, or for the loan of an anchor while

in port, and, if necessary, to Dublin :-

From 4 to 6 cwt. anchor, £1 0 From 12 to 14 cwt. anchor, £2 0 , 8 , 10 , 110 , 16 , 18 , 2 10 And if anchor has to be cleared in the lighter, the ship having slipped her

And if anchor has to be cleared in the lighter, the ship having slipped her cable, the seamen necessary to be employed receive 2s. 6d. per tide per man, in addition to the above charges.

Ships requiring the loan of a cable pay for the size at the rate of 10s. per inch, and if found to be rubbed, double charge, or cable replaced with a new one.

Ships requiring hawsers to warp to windward and make sail from the weather-

buoys or pier-heads, for the size, at the rate of 5s. per inch.

When vessels are driven in gales of wind against the piers, the crew of the harbour boat are paid 2s. 6d. per tide (or six hours), and for the use of an anchor and cable agreeably to the above rates.

DEPTH OF WATER.—The least water on the east bar is 11 feet, and on the

west bar 8 feet.

# KINSALE, A SUB-PORT TO CORK.

This harbour is one of the best and safest in the United Kingdom, and is much frequented during winter by wind-bound vessels.

PILOTAGE by agreement. BALLAST, 8d. per ton.

Anchorage.—Schooners and brigs, 2s. 4d.; ships, 3s. Sovereign and water bailiff, one barrel of coals for each collier. The barrel is about 5 cwt., and the average amount is about 5s.

Each tide's work, about 4s.; labourers, from 1s. to 1s. 6d. per day.

DEPTH OF WATER.-From 10 to 26 feet.

#### KIRKCALDY.

PILOTAGE.—1d. per foot draught of water, foreign or British vessels.

A light on the point of the east quay, from sunset to sunrise, all the season round.

ANCHOBAGE.—Outer harbour—freemen, 3d. per ton; unfreemen, 4d. per ton.

Basin—freemen, 6d. per ton; unfreemen, 1s. per ton.

The above is charged on all vessels from foreign, whether British or foreign.

Coasters, freemen, 2d. per ton; unfreemen, 3d. per ton.

Ballast.—91d. per ton.

DEPTH OF WATER.—Spring tides, from 12 to 14 feet; neap tides, from 9 to 10 feet,

# KIRKCUDBRIGHT, A SUB-PORT TO DUMFRIES.

(See Appendix.)

KIRKWALL.—(See Appendix.)

#### LANCASTER.

TONNAGE DUES.

From the West Indies, Africa, America, Greenland, and within the Mediterranean Straits, 2s. per ton.

Any other place in Europe, 1s. 3d. per ton.

Coasting from the south of Holyhead, and north of the Mull of Galloway, to Lancaster, 9d. per ton.

Coasting from Ireland, &c. to Glasson Dock, 4d. per ton.

PILOTAGE INWARDS.  From sea where the west side of Walney Island appears to	1	ling to of Mar reland,	Trading to foreign parts			
the eastward of the highest part of Blackcomb, or when	Per	foot.		Per	foot.	
those marks cannot be seen, where Thornton Mill is open	8.	D.		8.	D.	
to the westward of Rossall Hall, to Glasson Dock,	2	6		5	0	
From without the outermost buoy to Glasson Dock,	2	0		4	0	
From without the third buoy to Glasson Dock,						
From without the Perch to Abbey Scar to Glasson Dock,						
From without the Perch, coasters, 2s. 6d. per vessel; ves-	-	-	•••	_	•	
sels from foreign parts, 5s. per vessel.						
From sea to Pile Fowdry,	1	3		2	6	
From Pile Fowdry to Glasson Dock,						
•	-	U	•••	-	v	
OUTWARDS.						
From Glasson Dock to see	0	Λ.			^	

Fowdry, pilotage and half pilotage.

No vessel is deemed a coaster unless she has been six months in the trade, and not to pay for less than 8 feet of water, nor for odd inches under half a foot.

EXTRA PAY.—Pilots have £1 1s. allowed for travelling expenses, if obliged to

come home by land from vessels in Pile Fowdry.

Pilots who have the charge of any ship or vessel lying in the Hole at Sunderland, at the outermost buoy in Lune, or at Pile Fowdry, are paid for every day of their attendance thereon, 5s. per day.

The day of coming into or going out of the respective places above-men-

tioned, are not included in the extra pay.

Tide's work, 2s.; labourers, per day, 3s.

Ballast.—Limestone, 2s.  $6\hat{d}$ , per ton; put on board, 2s. 9d. per ton. Sand, 7d. per ton; put on board, 1s.

#### LLANELLY.

#### STEAM TUG HARRIET.

Each vessel's name, with that of the master, is written in the stemming book kept at the Royal Exchange public house, Marine Terrace, Llanelly Flatts, and are towed out in the order that they appear in the book. The person entering the vessel upon the book pays 1s. for stemming.

Rates for towing vessels out as follow:—
All vessels under 50 tons register.

Áll	vess	els und	er 50	ons :	register,	•••	•••	•••	£1	0	0
50 to	ns, a	and und	er 60	,,	,,	•••	•••	•••	1	5	0
60	,,	,,	75	"	"	•••	•••	•••	1	10	0
75	,,	,,	100	,,	"	•••	•••	•••	2	0	0
100	,,	,,	125	,,	"	•••	•••	•••	2	10	0
125	,,	"	150	,,	,,	•••	•••	•••	3	0	0
150	,,	"	175	"	,,	•••	•••	•••	3	10	0
175	"	"	200	,,	"	•••	•••	•••	4	0	0-
200	,,	,,	225	,,	,,	•••	•••	•••	4	10	0
225	,,	,,	250	"	,,	•••	•••	•••	5	0	0
250	,,	,,	275	,,	,,	•••	•••	•••	5	12	6
275	,,	,,	300	,,	"	•••	•••	•••	6	5	0
300	"	"	<b>325</b>	"	"	•••	•••	•••	6	15	0
325	,,	,,	<b>3</b> 50	,,	,,	•••	•••	• • •	7	15	0
350	"	,,	375	,,	,,	•••	•••	•••	8	10	0
375	"	» .	400	"	"	•••	•••	•••	9	10	0
400 "			,,	,,	"	•••	•••	•••	10	0	0

All vessels above 400 tons, 8d. per ton register.

Half the above rates are charged for towing in light vessels.

The Harriet is not allowed (at these rates) to tow vessels farther to the westward than to open the Worm's Head clear of the Burry Holmes; if required to go beyond that point, £1 10s. additional is charged; and if required to proceed farther than the Worm's Head, the master of the steamer is authorized to make what charge he may deem the service worth.

The captain is likewise authorised to afford assistance to ships in the harbour, by transporting them from place to place, and to take such remuneration as may be agreed upon between him and the captain of the vessel so served. All orders for steam must be left on board the Harriet three hours before she is required-and 10s. is charged for raising the steam when ordered, but not employed.

Should any vessel having employed the Harriet not be ready to proceed to sea and come to an anchor in the Lynch or Pembrey Pool, the master of such vessel must pay one-half the above tonnage rate in addition, for every tide he may detain the steamer afterwards.

All vessels in distress are considered as in stem, and have a free turn whenever required. These are considered special cases, and the remuneration for the service performed is fixed by the manager of the steam tug.

#### STEAM TUG HERCULES.

A	ll ve	ssels under	75 t	ons	register,	•••	•••	• • •	£1	10	0
75	tons,	and under	r 100	,,	,,	•••	•••	•••	2	0	0
100	,, ·	,,	125	,,	,,	•••	•••		2	10	0
125		,,	150	,,	"				3	0	0
150		,,	175	"	"	•••	•••		3	10	0
175		,,	200	,,	"				4	0	0
200	"	,,	250	,,	,,	•••			5	0	U
250	"	"	300	,,	"				6	5	0
300	"	"	350	"	"				7	15	0
350	•		400	"	"	•••	•••	•••	9	10	0
400	,,	and upwar			er ton.						

Half the price of towing out is charged for bringing in light vessels.

For pilotage, &c. from Burry to Llanelly, see Burry.

#### LLANELLY RAILWAY AND DOCK COMPANY.

Ballast discharged by men appointed by the company, at 1d. per ton r egister.

Every man employed on board paid at the rate of 2s. 6d. per day.

Each vessel pays for the use of planks and barrows, as follows:-

		Under	100	tons	register,	1 <i>s</i> .						register,	2s.	6d.
1	00	and under	150	,,	,,	1	6	250 and	under	300	,,	,,	3	0
1	50	,,	200	,,	,,	2	0	300	,,	350	**	"	3	6
2	00	••	205	"	"	2	6	350	,,	400	"	.,	4	0
		•		. 4	100 and 1	pwa	ards,	·	4s.	6d.	~	"	-	

Buoyage Duty.—1d. per ton register.

Vessels using Sims, Williams, Nevill, Drew, & Co.'s dock, 1d. per ton.

- Pemberton's dock, 1d. per ton. ,,
  - Llanelly dock, 2d. per ton.
- " Carmarthenshire Railway Co.'s dock, 1d. per ton register for one week, and one farthing per ton for every week afterwards.

# LLANSAINFORD, A CREEK IN THE PORT OF

ABERYSTWYTH—(See Appendix.)

#### LARGO, A CREEK IN THE PORT OF KIRKCALDY.

PILOTAGE.—As can be agreed on.

HARBOUR DUES.—1d. per register ton.

BALLAST.—For the taking.

DEPTH OF WATER.—Spring tides, 11 feet; neap tides, 7 feet.

### LARGS, A CREEK IN THE PORT OF IRVINE.

There are no pilots required at this creek.

TONNAGE DUES.—Vessels of 20 tons and upwards, 2d. per ton; vessels under 20 tons,  $1\frac{1}{2}d$ . per ton. Steam vessels, not having compounded, pay the full amount of tonnage, till it amounts to  $1\frac{1}{2}d$ . per ton, as the same would produce in 313 days, after which to run free till the expiration of one year from commencement. Vessels compounding pay the money in advance, or within 14 days after commencing, when 20 per cent. will be deducted. Vessels of 5 tons, and under 10 tons, pay 1s. each. Small boats pay 10s., if compounded for annually, or 6d. each trip. Fishing boats pay 2s. 6d. yearly, or 6d. each trip, if aired out.

A trifle is paid for the use of a crane, for loading or unloading.

Ballast (at present) is free from the middle of the harbour, but chargeable by Act of Parliament.

DEPTH OF WATER.—High water, 17 feet; low water, 5 feet. Hugh Campbell, harbour master.

# LARNE, A CREEK IN THE PORT OF BELFAST.

There is no fixed rate of pilotage at this creek. The general rate is from £1 to £2 on foreign vessels, for taking them in and out of the harbour, and constantly attending them while in port. For coasters, the usual charge is 10s for taking them in and out, and attendance as above.

The brokerage chargeable here is 1s. 6d. for entering, and the same for clearing each vessel,

Ballast, 1s. 4d. per ton. Plankage, 1s. Coal Tubs, 1s. per cargo.

Depth of Water.—At Mr. M'Neil's stage (wooden), commonly called the Upper Stage, and at Mr. M'Cambridge's, or the Lower Stage, high water, 3½ fathoms. The reduction for low water varies from 5 to 8 feet. The quayage on vessels discharging at either of these stages is 3d. per ton.

There is another anchorage on the Isle Magee side of the harbour, called the "Yellow Stone." Depth of water 5 fathoms; the reduction at low water varies from 5 to 8 feet.

Ships lie at anchor in the Ryde, Olden Fleet Castle bearing W.S.W. with South Maiden Rock in view, clear of the new harbour light, in 3 fathoms high water; variation at low water as before. Ships lie at anchor at the Upper Roads, on the west side of the Corran, bearing from Olden Fleet Castle, W.N.W. at  $3\frac{1}{2}$  fathoms.

Ships discharging at Mr. Smyly's, or Lower Quay, and Mr. Cervice's, or Upper Quay, with  $10\frac{1}{2}$  feet at high water, and from 3 to 6 feet at low water—Quayage on all vessels, 2d. per ton,

Mr. Irvine, M.P. for this county, has built several quays at Ballylig, where the water is of the same depth as at the Bank Ballylig, situated at the extreme end of the harbour.

### LAUGHARNE, A CREEK IN THE PORT OF LLANELLY.

The rate of pilotage is as per agreement, varying from 5s. to 10s. up and the same down the river, according to the size of the vessel. Hobblers are paid 2s. per tide. There are no harbour dues at this creek.

DEPTH OF WATER-From 10 to 13 feet.

# LEIGH, A CREEK IN THE PORT OF MALDON.

PILOTAGE.-From 10s. to £1.

Porterage.—3d. per chaldron, including plankage, &c.

WHARFAGE.—From 5s. to 10s. Coal vessels, 10s.

Ballast.—4s. 6d. each man per tide of 6 hours' work. About three men employed to ballast a ship with sea sand, contiguous to the place and safe.

Ships or vessels discharging other cargoes than coals, about 5s. per day each

person.

DEPTH OF WATER.—Ships from 12 to 13 feet draught can come to the port, and there is about 16 feet water at spring tides, and 10 feet at neap tides.

The harbour is quite safe; the channel is about 100 roods in width in some places. Vessels coming direct to the place bring too off southward, where they may either send their boat on shore to Leigh, or hoist a signal, when the pilot from Leigh will come off.

# LEITH—(See Appendix.)

#### LERWICK.

There are no charges of any description at this port, except for pilotage, which is according to agreement, generally from 4s. to 6s. There are two quays, the private property of Messrs. Hay and Ogilvie, for which no charge is made.

# LEVEN, A CREEK IN THE PORT OF KIRKCALDY.

PILOTAGE.—As can be agreed on.

HARBOUR DUES.—1d. per register ton.
BALLAST.—For the taking from the bank.

DEPTH OF WATER.—Spring tides, 12 feet; neap tides, 8 feet.

# LIMEKILNS, A CREEK IN THE PORT OF BO'NESS.

The pilots are regulated in their charges for pilotage by the printed laws of the Corporation of the Trinity House, Leith; for which, see Leith.

Ballast.—Vessels ballasting in this harbour pay 1d. per ton, from the shore,

and one halfpenny per ton for removing it from one vessel to another.

Anchorage Duty.—Vessels entering this harbour pay anchorage duty at the rate of one halfpenny per ton of register tonnage. Vessels coming in loaded, and discharging their cargoes, or part thereof, pay anchorage, although their intention may be to load lime or coals at Charlestown, after their cargo is discharged.

# LITTLEHAMPTON, A CREEK IN THE PORT OF ARUNDEL.

PILOTAGE.—Inwards, 2d. per ton; outwards, 1d. per ton. Coming into the harbour, and from there up the river as far as Ford or Arundel, 3d. per ton; coming down, and proceeding to sea, 1½d. per ton. For removing the vessel

(after having been moored), 2s. 6d. each tide. For each boatman, (termed at

this place hobblers), 2s. 6d.

If the vessels cannot get to sea when they come down the river, no extra charge is allowed to the pilots for stopping at Littlehampton, and going to sea when the weather or the tide will suit.

HARBOUR Dues -2d. per ton; vessels taking shelter,  $1\frac{1}{2}d$ . per ton.

Ballast.—1s. per ton.

13

DEPTH OF WATER ON THE BAR.—Spring tides, 14 feet; neap tides, 9½ feet. Robert Carver, harbour master.

# LITTLEHAVEN, A CREEK IN THE PORT OF MILFORD. (See Appendix.)

# LIVERPOOL—(See Appendix)

# LOCHGILPHEAD, A CREEK IN THE PORT OF GREENOCK. (See Appendix.)

#### LONDON—(See Appendix.)

#### LONDONDERRY.

TONNAGE.—For every foreign ship, 5d. per ton. For every ship belonging to Great Britain or Ireland, or the Plantations, trading from foreign or the British Plantations, 2½d. per ton. If from Great Britain or Ireland, 1d. per ton. Vessels 20 tons and under, free. Steam-boats pay the same rates as other vessels, according to trade and property.

### PILOTAGE.

14

15

,,

15 feet and upwards,

British ships of every description, or steam-boats.

Per foot & inches in proportion.
Inwards. Outwards. Vessels 7 feet and under, 14s. inwards, and 10s. 6d. outwards. Above 7 8 feet. 2s. 0d. 1s. 6d. ,, 8 9 2 1 9 ... ,, ,, ,, 9 10 2 4 2 0 ,, ... ,, ,, 11 2 8 10 3 • • • 11 12 3 0 6 ,, ,, ,, 3 4 12 13 ••• ••• ,, ,, ,,

Alien ships of every description, or steam boats.

• • •

Vesse	ls 7	feet	and un	der,	£1 inwa	ards, and l	7s. out	wards.					
Above	7	,,	"	8	feet,	•••	•••	•••	38.	0d.	•••	28.	6d.
,,	8	,,	,,	9	,,	•••	•••	• • • •	3	4		2	9
,,	9	,,	,,	10	,,	•••	• • •	•••	3	8	• • •	3	0
,,	10	,,	,,	11	,,	•••	•••	•••	4	0	•••	3	3
,,	11	,,	,,	12	,,	•••	•••	•••	4	4	•••	3	6
,,	12	,,	,,	13	,,	•••	•••	•••	4	8		3	9
,,	13	,,	,,	14	,,		•••	•••	5	0	• • •	4	0
,,	14	,,	,,	15	,,	•••	•••	•••	5	4	• • •	4	4
	15	feet	and ur	ward	8.				5	8			

Vessels of 30 tons burthen per register and under pay 10s. inward pilotage, and 6s. outward pilotage; above 30 tons and not exceeding 40 tons, if bound coastwise and sailing in ballast, only 8s. outwards; boats which have discharged potatoes, under 20 tons, 3s. 6d. outward pilotage, if British. Wind-bound vessels half pilotage in and half pilotage out, to or from Moville or Quigley's Point. Vessels towed by steamers one-fifth off, if demanded by the master or owner, or by any person for them, on producing a proper order.

3 8

4 0

...

...

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0

3

All vessels laden with bark, under 120 tons, pay 6d. per foot extra; 120 tons, and not exceeding 150 tons, 9d.; exceeding 150 tons, 1s. per foot extra. All British ships from foreign ports, or, if bound to foreign ports, having on board half their registered tonnage of cargo, or with passengers, pay 8d. per foot extra, in addition to the above charges.

Vessels which have cleared the Lough, and by stress of weather obliged to return, pay but one-third in and one-third out of the amount of their outward pilotage, to be ascertained by the master's account from the collector

of pilotage.

Pilots detained on board vessels, the sum of 2s. 6d. per day; when the measurement exceeds 150 tons, 3s. 6d. per day; detaining them unnecessarily in Derry,

the like amount.

Lighters or steam boats employed on the Lough or river, discharging, or loading, if found within one mile of the public quays, shall pay £1 per annum license duty, and open row boats or cots, 5s. per annum. This license duty will be enforced, if the buoys continue to be clandestinely destroyed.

The law authorises higher pilotage than is specified, and the pilot ground is

from 26 to 30 miles.

Ballast.—From 10d. to 1s., and stone ballast, from 1s. 4d. to 1s. 8d. according to quality, when supplied by private individuals.

CORPORATION TONNAGE.—Coasters, 1d. per ton; British ships from foreign,

 $1\frac{1}{2}d$ .; foreign ships not under reciprocity, 3d. per ton.

Ballast Office Tonnage.—Coasters, 1d. per ton; British ships from foreign, 2½d.; foreign ships not under reciprocity, 5d. per ton.

Anchorage.—One mast, 1s. 6d.; two masts, 2s. 6d.

Vessels arriving in ballast, or taking shelter, or in distress, are free of tonnage duty; but if vessels in distress dispose of their cargo, it subjects them to the port charges.

Vessels belonging to the port derive no privilege whatever.

Charles Stewart, ballast and pilot-master, and surveyor of Lough Foyle; A. H. Stewart, clerk; James M'Meikan, depute pilot master; and Al. M'Mullan, quay master.

#### LOOE, A CREEK IN THE PORT OF PLYMOUTH,

Has a tide harbour, with about 13 feet at spring tides, and from 6 to 7 feet at neap tides,

PILOTAGE.—As can be agreed on.

No harbour dues.

Ballast.—Can be easily and cheaply obtained.

# LOUGHOR, A CREEK IN THE PORT OF LLANELLY.

There is no charge for the steamer which tows vessels from Loughor to Llanelly Flats, as she is given gratis by the coal proprietor.

PILOTAGE.—If in line No. 1, 1s. 6d. per foot; No. 2, outside buoy No. 3, 1s. per foot; inside buoy No. 3, and outside No. 4, 6d. per foot.

The men discharging the ballast to be paid for wheeling from the vessels, 1d. per ton register; and for every man employed on board as under:—

If under 50 tons register, 1s. 6d. | If under 80 tons register, 2s. 3d. 50 to 65 ,, ,, , 2 0 80 to 100 ,, ,, 2 9 100 ,, 200 ,, ,, 3 3

200 and upwards, ...... 3s. 6d.

Buoyage—1d. per ton register.

DEPTH OF WATER.—Spring tides, high water, 18 feet; spring tides, low water, from 11 to 13 feet.

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# LOWESTOFF—(See Appendix.)

#### LYDNEY, A CREEK IN THE PORT OF GLOUCESTER.

A steam tug boat may be obtained from Sharpness Point, the entrance to the Gloucester Canal, about 1½ mile further up the river Severn.

#### PILOTAGE.

`Vessels	drawing	unde	er 7 fee	t water,	•••		18.	3d.	per foot.
"	,,	"	7 "	and unde	er 10	•••	1	6	- ,,
,,	"	"	10 "	,,	12	•••	1	9	"
"	,,	"	12 ,,		,14	•••	2	0	"
BALLAST-	ed per	• • • • • • • • • • • • • • • • • • • •	14 fee	t and upwa	ards,	•••	2	6	"

#### HARBOUR DUES.

Vessels under 50 tons.	•••	48.	6d.	Vessels from 80 to 100 tons,	68.	0d.
From 50 to 80 ,,	•••	5	0	Above 100 "	7	6

DEPTH OF WATER.—Spring tides, about 25 feet; neap tides, 8 to 10 feet.
The entrance to Lydney is 17 miles from Kingroad. On the sill of the entrance gates, at high spring tides, 31 feet; low neap tides, 8 feet; width of the gates,

26 feet.

Vessels laden with coal and stone pay a charge not exceeding 7s. 6d., according to their size, and if loaded with other merchandize, 6d. per register ton.

#### LYME REGIS.

HARBOUR DUES.—Vessels any size entering the harbour, 2d. per ton. Labourers discharging, &c. 2s. per day.

Ballast-6d. per ton.

Pilotage.—Vessels inwards, under 10 feet water, 2s. 6d. per foot; above that depth, 3s. per foot; vessels outwards, as the pilot and captain may agree.

Extract from Correspondent's letter.—"This harbour being situated in a dangerous bay, and no running harbour, except Lyme Cobb, between Portland and Torbay, I think, if mentioned in your vuluable work, it might be the means of saving hundreds of lives and many valuable vessels and cargoes, which every winter perish on the beach of Portland; and as the pier is being extended, it will be much better for vessels running in gales of wind, as the depth of water at spring tides will be increased from 14 to 16 feet, so that any good sized vessel can run in any gale of wind, in this fearful bay, and get in safely."

# LYMINGTON, A CREEK IN THE PORT OF SOUTHAMPTON.

Towage.—The Glasgow steam boat tows vessels up or down the river at the following charges, viz.:—Vessels above 100 tons register, £1 10s.; under 100 tons, £1 1s. Application to be made to R. Dore, commander.

PILOTAGE.—In and out, £1 5s. per vessel.

HARBOUR DUES.—Vessels under 30 tons register, 1s. per vessel; 30 tons and under 100, 1s. 4d. above 100 tons, 2s. 6d.

Use of skids, 6s.—Postage, 3s.

Ballast-1s. 6d. per ton.

Depth of Water on the Bar.—Spring tides, 14 feet; neap tides, 12 feet. William Grunsell, harbour master; Henry Harbour, assistant and river pilet.

#### LYNN.

#### TOWAGE PER SARACEN AND DOLPHIN TUG STEAM-BOATS.

	LOADED SHIPS.																							
Under Under Under Under Under Under Under Under Under G Keels. 8 Keels. 10 Keels. 12 Keels. 14 Keels. 16 Keels. 16 Keels. 20 Keels.																								
From	_			-		_	-		_	_	_		-	8.				_	_		_	_		
West Side,	1	1	0	ı	7	6	ı	12	6	l	17	6	2	2	6	2	7	6	2	15	. 0	3	0	0
East Side.	1	12	6	1	17	6	2	2	0	2	7	6	2	17	6	3	7	6	3	17	6	4	10	0
Bentinck's	2	5	0	2	12	6	2	17	6	3	.3	0	3	15	0	4	10	0	5	Θ	0	5	10	0
Breast,	2	10	0	3	0	0	3	10	0	3	15	0	4	4	0	5	0	0	6	0	0	7	0	0
Roads,	3	10	0	4	0	0	4	10	0	5	0	0	6	0	0	7	10	. 0	9	0	0	10	0	0
To								LI	GH	T	SH	IPS.												
East Side,	1	1	0	1	7	6	1	12	6	1	17	6	2	5	0	2	10	0	2	15	0	3	0	0
Bentinck's,	1	10	0	1	17	6	2	5	0	2	15	0	3	0	0	3	5	0	3	10	0	3	15	0
Breast,	1	12	6	2	0	0	2	10	0	3	0	0	3	10	0	3	15	0	4	0	0	4	5	0
Roads,	3	0	0	3	10	0	4	0	0	4	10	0	5	0	0	6	0	0	7	0	0	8	0	0

#### Captain's Fee, 1s. 6d.

#### PILOTAGE.

Vessels under 10 feet, 1s. 6d. per foot. | Vessels 12 to 14½ feet, 2s. 0d. per foot. | From 10 to 12 ,, 1 9 ,, | From 14½ & upwards, 2 6 ,,

And double for vessels belonging to any foreign nation, not privileged.

MOORING DUES.—Vessels with corn and goods, 2d. for every ton delivered;
vessels with timber and deals, 2d. per ton register; and double for vessels be-

TOWN'S DUES. Coal Ships not belonging to Lynn. Ships with tonnage goods. Ships with corn. Beaconage, 2s. per score chaldrons. ld. per ton. 2d. per last. Stakage, ls. ₫d. ld. Anchorage, 6d. per vessel. 6d. per vessel. 6d. pervessel. Bellman, 4d. Nothing. Nothing. ... 4d. per chaldron. Nothing. Groats, Nothing. Ballast, 5d. every 3 chalds. delivered. ...4d. every3tons delivered... Nothing. And if with corn outwards, 1d. per quarter, which is paid back at the port of

Vessels delivering timber or deals, pay 3s. 4d. for bulk break.

longing to any foreign nation, not privileged as British ships.

Remuneration, as salvage, to fishermen or others picking up anchors and cables in Lynn Roads:—

	Livaus,—	-											
An	chor.				Anche	or and ha	af C	able.	Anch	or and	who	le Cab	le.
Under	5 keels,	£1	5	0	•••	£1 1	15	0	•••	$\mathbf{\pounds}_2$	5	0	
From	5 to 7	1	15	0		2	10	0	•••	3	0	0	
. ,,	7 ,, 9	2	2	6	•••	2	17	0	•••	3	7	6	
"	9 ,, 11	2	10	0	•••	3	5	0	•••	3	15	0	
	1 ,, 14	3	0	0	•••	4	10	0	•••	5	10	0	•
	4 ,, 16	3	10	0	•••	5	0	0	•••	6	0	0	
,, 1	6 , 18	4	0	0	•••	6	0	0		7	0	0	
	8 ,, 20	4	10	0		7	0	0	•••	8	0	0	
	0 & upw	ards, 5	0	0	•••	8	0	0		9	0	0	

Ballast.—1s. 2d. per ton, out of boats.

delivery by the consignee, with the freight.

DEPTH OF WATER.—Uncertain; vessels drawing 14 feet and upwards trade to the port.

#### LYTHAM, A CREEK IN THE PORT OF FLEETWOOD.

The river Ribble is divided into three imaginary lines. On passing the first, or Sea Line, every vessel, barge, lighter, or boat pay 4d. per ton register; the second, or middle line, 4d. per ton register; third, or harbour line, 4d. per

ton register. Total, 1s. if the vessel gets to Preston. Every foreign vessel pays 6d. per ton on passing each of these lines, amounting to 1s. 6d. per ton at Preston; fishing boats and pleasure boats, under 10 tons, pay 2s. 6d. per annum.

Towage.—From Lytham to Preston, 4d. per ton, and vice versa.

PILOTAGE.—On entering the harbour, from £1 to £1 10s. From Lytham to Preston, 5s. to 7s. 6d.

BALLAST DUBS .- 3d. per ton on one-third of the register tonnage. Anchor-

age, 1s. per vessel.

Depth of Water.—At Lytham, spring tides, 22 feet; neap tides, 14 feet. At Preston Quays, spring tides, about 10 to 12 feet; neap tides, 9 feet.

### MACDUFF, A CREEK IN THE PORT OF BANFF.

#### PILOTAGE.

Each vessel 11d. per ton in, and 11d. per ton out of the harbour.

Each tide's work, within the harbour, for every kind of vessel, 1s. each man. When vessels require to warp out, for laying out kedge and warps, 5s.; for each man employed as a hauler on the warp, 1s.; those belonging to the pilot boat not included as haulers.

#### PIER-LIGHT DUES.

Vessels under 20 tons, ... 0s. 3d. Vessels from 30 to 50 tons, ... 0s. 9d. From 20 to 30 ,, ... 0 6 From 50 tons and upwards, 1 0 HARBOUR DUES AND WATER.—For all British vessels not belonging to the

HARBOUR DUES AND WATER.—For all British vessels not belonging to the port, 1d, per ton register. Vessels belonging to the port free of harbour dues. Foreign vessels,  $1\frac{1}{2}d$ , per ton register. Dues on ballast, 2d, per ton on all vessels.

Ballast—8d. per ton.

DEPTH OF WATER ON THE BAR.—Spring tides, 14 feet; neap tides, 9½ feet. Alexander Leask, harbour master; George Wilson, berthing master.

# MAIDSTONE—(See Appendix.)

#### MALDON.

PILOTAGE.—From Coln Bar to Coney Island, 1s. 6d. per foot; and from Coney Island to the Basin, 1s. 3d. per foot.

Very few vessels take a pilot from Coln Bar to the Island, that part being a fine open river.

Ballast.—1s. 1d. per ton on the river, and 1s. 3d. in the Chelmer Canal.

DEPTH OF WATER.—There are 14 feet at low water, at Coney Island, where pilots are always in attendance; 12 feet at spring tides at the entrance of the basin; 9 feet at spring tides at Maldon Town, which is two miles above the entrance.

# MARGATE, A CREEK IN THE PORT OF RAMSGATE.

There are no regular steam tugs belonging to the port, but vessels are occasionally towed from Margate Roads, by the London steam tugs, by agreement.

PILOTAGE.—The charges by the Cinque Port pilots, 5s. per foot, but vessels are generally brought in here by the Margate boatmen as may be agreed on. Colliers pay generally to said boatmen, £1 3s.

HARBOUR DUES.—All vessels discharging cargoes, 2½d. per cent. on gross freight; and vessels entering the harbour, whether they discharge or not, 3d.

per ton. In discharging coal, 3\frac{1}{2}d. per ton is charged by the weigher, and 2d: per ton by the labourers discharging. Labourage on board other vessels is 6d. per hour.

Ballast.—No charge is made for the sand in the harbour, but 74d: per ton

is charged for cartage and putting on board.

DEPTH OF WATER,—There is about 11 feet at the pier head at common tides, J. Stranack, harbour master.

# MARYPORT, A SUB-PORT TO NEWHAVEN.

#### HARBOUR DUES.

To or from any port or place not within the United Kingdom of Great Britain and Ireland, and the Isle of Man: -For harbour tonnage, 6d. per ton; for harbour lights, 1d. per ton; for anchorage 1s. per vessel. Payable inwards only.

To or from any port or place within the United Kingdom of Great Britain and Ireland, and the Isle of Man:—For harbour tonnage,  $4\frac{1}{2}d$ . per ton; for harbour lights, 1d. per ton; for anchorage, 1s. per vessel. Payable inwards only.

The above duties are chargeable whether the vessels enter into or depart from the port, with cargo or in ballast only, and whether they discharge or take in any cargo, or otherwise.

On shipping belonging to foreigners, not privileged as British, double the

above rates of duties are chargeable.

On all new vessels built and launched at Maryport, a tonnage duty of 4d. per ton is levied, unless they take in a cargo of coal, in which case the regular coasting dues of 51d. per ton is charged. Anchorage, 1s. in addition.

A seaman receives for each tide's work within the harbour, 2s. 6d., outside, 3s.

HARBOUR BOAT'S DUES.	Inwa	rds.	0	utwa	rds.
All vessels, in the foreign trade, pay for the first voyage in any year, the sum of And for a second voyage made within the same year,	10s. 7	0 <i>d</i> . 0			

All vessels in the Coal and Coasting Trade.

Unde	r 20	tons	burthen,				•••		1	6	•:•	1	6	
From	20	,,	,,	to	30	tons,	•••	•••	2	0		2	0	
,,	30	,,	,,	,,	40	,,		•••	2	6		2	0	
"	40	,,	"	,,	60				3	6		<b>2</b>	6	
,,	60	,,	,,		100	,,		•••	4	0		3	0	
ý)	100		,,		160				4	6	•••	3	6	
	160		••	•••	240	• • • • • • • • • • • • • • • • • • • •			5	0		4	0	

All vessels entering the port are liable to pay the harbour boat dues inwards, but not outwards, unless employed, which is optional on the part of the master.

BALLAST-May be had either from the coal vessels inwards, from Ireland, &c.

or from the quays, at the expense of taking in, and cartage, if any.

A red flag is hoisted in the day time at the end of the watch house, near the entrance of the harbour on the south side; and a bright white fixed light is exhibited in the light-house, at the extremity of the south pier, in the night time. The flag continues hoisted, and the light to be exhibited, so long as there is 8 feet of water in the harbour.

No pilots or pilot boats are required at this port.

In the dock and old harbour, very extensive shipments of coal are made for

the Maryport and Carlisle Railway.

DEPTH OF WATER-In Maryport harbour is about the same, or rather exceeds that laid down or shown in Holden's Liverpool Tide Table, which differs little from the Manx Tide Table.

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#### METHIL, 'A CREEK IN THE FORT OF KIRKALDY.

PILOTAGE.—As can be agreed on.

HARBOUR DUES.—1d. per register fon.

BALLAST.—8d. per ton.

DEPTH OF WATER.—Spring tides, 15 feet; neap tides, 9 feet.

# MEVAGISSEY—(See Appendix.) MIDDLESBOROUGH—(See Appendix.) MILFORD—(See Appendix.)

#### MILLOM, A CREEK IN THE PORT OF WHITEHAVEN.

Vessels discharge on the beach. The river to it is well buoyed. The charge is 1d. per ton register, and 4d. each vessel. There is also a perch upon a scar, on the Lancashire side of the river, for which vessels pay 6d. each, and 4d. additional for anchorage.

# MILTON, A CREEK IN THE PORT OF FAVERSHAM.

There are no harbour dues payable here. DEPTH OF WATER.—Spring tides, from 7 to 8 feet.

# MINEHEAD, A CREEK IN THE PORT OF BRIDGWATER.

PILOTAGE.—There is no regular pilotage (having no licensed pilots), but a boat and men are always on the look out for vessels, and for such assistance the charge is generally from 8s. to 14s. for helping in and out, according to the size of the vessel (but optional in taking such assistance), and the masters to make an agreement as reasonably as they can.

HARBOUR DUES.

All vessels coastwise (including Ireland), entering and mooring in the river, if under 30 tons register, 1s. 4d.; 30 tons and under 50 tons, 2s. 4d.; 50 tons and upwards, 3s. 4d.

For vessels from France, Spain, any port of Europe, or Plantations of America:—English vessels, if 30 and under 50 tons, 3s. 10d.; foreign, 4s. 6d. English vessels, 50 tons and upwards, 6s. 4d.; foreign, 7s.

For vessels from any place in Asia, Africa, or America, except her Majesty's Plantations:—English vessels, 30 and under 50 tons, 6s. 4d.; foreign, 7s. English vessels 50 tons and upwards, 11s. 4d.; foreign, 12s.

In all cases, both coastwise or from foreign, English vessels having a top pay 4d.; and foreign vessels 8d. for each, in addition to the above.

Ballast—Is usually taken from the beach adjoining the pier, being large pebble stones, for a small remuneration, if demanded, and the expense of picking them up.

DEPTH OF WATER WITHIN THE PIER.—Spring tides, 18 to 24 feet; neap tides, 10 to 12 feet.

# MISTLEY, A CREEK IN THE PORT OF HARWICH.

PILOTAGE.—For vessels coastwise, 4s. per keel; and for vessels from foreign as may be agreed on.

HARBOUR DUES .- 2d. per register ton.

Ballast.—3d. per ton.

DEPTH OF WATER.—Spring Tides from 13 to 14 feet.



# MONTROSE—(See Appendix.) MOYSTON—(See Appendix.)

### MUNDSLEY, A CREEK IN THE PORT OF CLAY.

PILOTAGE.—With the use of ropes, baskets, &c. £1 10s. per vessel.

No harbour dues; but when discharging coal, 13 men required to be employed, at 1½d. per chaldron each man, and an allowance of a pint of beer for every ten chaldrons; and cartage to the yard from the ship, 1s. 3d. per chaldron. Loading corn, 2s. 6d. per last.

Unloading timber and deals, 13 men employed, at 5s. per tide each man.

Ballast.-10s. each vessel.

#### NAIRN, A CREEK IN THE PORT OF INVERNESS.

PILOTAGE.—1s. per foot.

HARBOUR Dues.-1s. 6d. each vessel of 30 tons, and above that, 2s. 6d.

# NEATH, A CREEK IN THE PORT OF SWANSEA.

STEAM TUG CHARGES.		8.	D.	
From Giant's Grave to outward buoy, and vice versa,		0	4 pe	r ton.
,, Layer to outward buoy, and vice versa,	•••	0	3 1	,,
" Abbey Coal, or Crown Copper Works, to do	•••	Ō	41	
" Abbey Pill, or Mine's Royal Copper Works, to do.	•••	ō	5	"
Neath to do	•••	ň	6	,,
Vessels that may require to be towed shorter distance	:c -			. "
offered the steamer to tow them the whole distance from w	here t	ney	were	laden
or going to load, to pay as under:—		s.	D.	
From Layer to Giant's Grave, and vice versa,	•••	0	2 pe	r ton.
" Layer to Abbey Coal, or Crown Copper Works,	•••	0	21	22
" Layer to Abbey Pill, or Mine's Royal Copper Works	3.	0	3	"
Lower to North	<b></b>	0	4	"
"Giant's Grave to Abbay Coal or Crown Conner Woo	rka	0	2	• • •
Giant's Grave to Abbey Pill, or Mine's Royal Copper		-	_	,,
	W OLKS	, ,	2 <del>1</del>	"
" Giant's Grave to Neath,	•••	Ū	31	"
" Abbey Coal, or Crown Copper Works to the Pill,	•••	0	2	"
" Abbey Coal, or Crown Copper Works to Neath,		0	$2\frac{1}{2}$	"
Vessels in ballast, if towed the whole distance to the	ballast	or c	coal w	harfs,
to pay 1d. per ton less than the above charges, if going to				
to the compensation fund; otherwise to pay the full charge				
the component of the state of t		4	. 42	

Vessels that have been offered the use of the steam tug to tow the whole distance from whence they were laden or going to load, and having refused to take her, should they afterwards require her on that tide to tow, however short the distance, will be charged the same amount as if towed the whole distance from whence the steamer was offered. Should there, on the other hand be a greater number of vessels ready for sea, or coming in, than the steamers can tow at one time on the same tide, then and in that case those vessels which may follow under canvass, &c., and may afterwards require the assistance of the

steamers, will only be charged according to rates for distance.

A stemming book is kept by Mr. Jones, Giant's Grave, and vessels will be taken in and out in the order stemmed, excepting those which may be loading from merchants not subscribing to the compensation fund, which vessels cannot have the use of the steam boats so long as they are otherwise employed.

Masters should stem the vessels for the steamers as early as possible after their arrival. It may sometimes occur that there may be a vessel or vessels in the river above Giant's Grave, and which may have stemmed for the steamer, and that there may be only one vessel previously stemmed to Giant's Grave; in such case the steam boats shall not be prevented from going up for those vessels, provided the masters of the steamers shall deem it prudent so to do, and with certainty of the steam boats being down in sufficient time to take those which have stemmed before those above in tow from Giant's Grave to sea at the same time and tide.

Masters of vessels who do not require the steam tugs beyond the middle buoy are allowed one halfpenny per ton.

The stemming money is allowed in part payment; and no vessel is entered on the stemming book until the stemming money is paid.

The signal for the steamers is two flags at the main-mast; and any vessel making such signal (the steamer in consequence proceeding to her assistance), is liable to the tonnage for towing from the outward buoy to Giant's Grave.

PILOTAGE.

TONNAGE OF VESSELS BY REGISTER-	the	FIRST STATION.  illot over the Bar to or from Layer, Giant's Grave, or southern end of the Abbey ate.					Fox	ilot ov	er th	e Ba	the C	from	P	THIRD STATION.  Pilot over the Bar to from Melincrythan Wharf, Neath Bridge.				0 01
	:	Loade	d.		Ballas	t.	:	Loade	i.		Ballas	t.	]	Loade	i.	;	Ballas	it.
	£	8.	D.	£	8.	D.	£	s.	D.	£	8.	D.	£	8.	D.	£	s.	Ď.
If 20 Tons	0	4	6	0	3	6	0	5	6	0	4	0	0	7	0	0	6	0
Above 20 not ex. 30	Ò	5	6	0	4	6	0	7	6	0	5	6	0	8	6	0	7	6
,, 30 50	0	7	0	0	6	0	0	8	6	0	7	0	0	10	6	0	9	0
,, 50 75	0	8	0	0	7	0	0	10	0	0	8	6	0	12	0	0	10	6
,, 75 100	0 (	9	6	0	8	6	0	11	6	0	9	6	0	14	6	0	12	0
,, 100 125	0	10	6	0	9	6	0	13	0	0	11	0	0	16	0	0	14	0
,, 125 150	0	12	0	0	10	6	0	14	0	0	12	0	0	18	0	0	16	0
,, 150 175	0 '0	15	6	0	12	0	1	0	0	0	15	0	1	2	6	0	17	6
,, 175 200	1	. 0	0	0	15	0	1	5	0	1	0	0	, 1	10	0	1	5	0
,, 200	.1	5	0	1	0	0	1	10	0	1	5	0	1	15	0	1	10	0

Pilot boat and hobbler employed, 4s. per vessel.

Vessels not exceeding 30 tons, excepting such as are laden with copper ore, are not compelled to take a pilot.

Pilot leading the way (if required by the master of the vessel following), entitled to half pilotage as far as he shall lead.

Pilot to or from the Mumbles, when required by the master, receive, in addition, 4s.

Pilots employed in removing vessels in the harbour:—If not exceeding 50 tons, receive 2s. per tide. If not exceeding 100 tons, 3s. per tide. If upwards, 5s. per tide.

Pilot boarding on the bar, between the outer buoy and the western end of the Slag Bank, receive 2s. less than the above rates.

Pilot between the western end of the Slag Bank and the place where bound, half-pilotage.

But no master of a vessel (inward bound) shall be compelled to take on board a pilot or hobbler within the outer buoy; nevertheless, no pilot or hobbler shall pass such vessel without having first offered his services to the master.

No pilot or hobbler to quit a vessel (outward bound) until such vessel shall have passed the outer buoy, without the consent of the master.

No pilot or hobbler to leave a vessel (inward bound) until moored at her destination for the time.

#### HOBBLERS.

Hobbler over the Bar, to or from the Layer or Giant's Grave, or the southern end of the Abbey Estate, 2s. 6d. per vessel.

Hobbler over the Bar, to or from Fox's Coal Bank, or the Copper Works, er the Abbey Pill, 3s. per vessel.

Hobbler over the Bar, to or from Melincrythan Wharf, or Neath Bridge, 4s.

per vessel.

Hobbler employed in removing or assisting vessels within the harbour, 1s. 6d. per tide.

All vessels which require additional assistance (pilots or otherwise) from what is herein expressed, are remunerated by a decision of the Commissioners, or a Pilot Committee, if the parties do not agree amongst themselves.

All fines and forfeitures are added to the fund for rewarding meritorious pilots.

HARBOUR DUES.—One halfpenny per register ton.

CORPORATION DUES .- 1s. 6d. per vessel.

QUAY DUES.—2s. 6d. per vessel.

DEPTH OF WATER ON THE BAR.—From 10 to 20 feet.

# NEWBURGH (ON TAY), A CREEK IN THE PORT OF PERTH.

#### MONARCH AND PERTHSHIRE TUG STEAM BOATS.

Vessels below 10 feet draught of water seldom require or take a Tug Boat to Newburgh, and even with a greater draught of water, with spring tides and a fair wind, can proceed with safety, drawing from 11 to 15 feet of water. When the tide and weather are unfavourable, vessels generally sail up from Dundee to Flisk. This place is about 5 miles below Newburgh, where they bring up.

British vessels, from Dundee to Newburgh, 0s. 6d. per register ton.

Foreign	" " "	0	7	"
	essels, from Flisk to Newburgh,	0	3	"
$\mathbf{Foreign}$	" " "	. 0	4	"
	Vessels below 50 tons, pay at	he rate	of 50 tons.	

The Tug Steam Boats hail from Perth, but one of them is regularly at New-

Application for a Boat to be made to the captain on board, or to Mr. Dickman,

harbour-master, West Shore.

RIVER BUOYS.—From Dundee to Newburgh, all vessels below 100 tons register, three-eighths of a penny per ton; 100 tons and upwards, four-eighths of a penny.

PLANKAGE.—All vessels below 50 tons register, 6d.; above 50 tons, 1s. each.

HARBOUR LIGHTS.—All vessels 6d. each.

# From Dundee to Newburgh.

					Ships	Coas	ting.		81	nips fr	om F	oreign.
Vessels	drawing	8 fee	et and un	der,	£0	15	0	•••	•••	£ı	0	0
,,	,,	9	"		0	17	0	•••	•••	1	2	0
"	"	10	'n		1	2	0	•••	•••	1	5	0
-	"	11	"	•••	1	7	0	•••	•••	1	10	0
"	"	12	"	•••	1	12	0	. •••		1	16	0
"	"	13	"		2	0	0	•••		2	4	0
"		14		•••	2	6	0	•••	•••	2	10	0
"	"	15	"	•••	2	10	0	•••	•••	2	16	Ō
"	"	16	"	•••	2	15	0	•••	•••	3	0	Ŏ
"	"		" PII		STER'		ES.		•••	·	•	•

Vessels under 50 tons,...... 0s. 6d From 150 to 200 tons,...... 1s. 9d. From 50 to 100 ,, ...... 1 0 200 and upwards,...... 2 0

", 100 to 150 ", ........ 1 6 |
The above rates for the first 250 tons, and for every additional 50 tons, or part of 50 tons, 3d.—payable inwards only.

One-third more than the above rates is charged during the months of November, December, January, and February.

#### BALLAST.

Rubbish laid down at the ship's side, from 0s. 6d. to 0s. 8d. per tom. Stones fit for road metal, ,, ,, 1 2 ,, 1 6 ,, Square or dressed causeway stones, ,, 5 6 per ton.

Shore dues on rubbish and stones, 1d. per ton.

If barrows are required to wheel ballast on board, 1s. is charged for each per day. Small vessels commonly take sand ballast from a bank about a cable's length distant, and opposite the quay, and anchor on this bank at high water. When the tide ebbs, it is uncovered about four hours; and when the tide flows, at neap tides, there is a rise and fall of about six feet water on it. In spring tides, the rise and fall is about 13 feet. The sand may be put on board by the crew or labourers. In the latter case the charge is 2s. 6d. each for every tide's work. This ballast is free to all.

HARBOUR DUES .- On all vessels, 1d. per register ton.

DEPTH OF WATER.—Neap tides, 11 feet; spring tides, 18 feet; low water, five feet.

Vessels lie quite safe here at low water, as the bottom is soft mud.

# NEWBURGH, ON YTHAN, A CREEK IN THE PORT OF ABERDEEN.

PILOTAGE.—£1 5s. each vessel.

Pall or Harbour Dues.—2s. 6d. each vessel.

Ballast.—6d. per ton at the bank.

Pilots' charge per tide's work—one man, 2s.; two men, 4s.; three men, 4s. 6d.; four men, 6s.

DEPTH OF WATER ON YTHAN BAR.—Spring tides, 13 to 14 feet; neap tides, 9 to 10 feet.

There is no quay here; vessels are discharged in the river, about one-fourth mile within the bar.

# NEWCASTLE-UPON-TYNE—(See Appendix.)

# NEWCASTLE, A CREEK IN THE PORT OF NEWRY.

(See Appendix.)

# NEWHAVEN (IN SUSSEX).

PILOTAGE.—Not exceeding eight feet water, 1s. 6d. per foot; eight feet and not exceeding 10 feet, 1s. 9d.; above 10 feet, 3s. Extra assistance (when required), 2s. 6d. each man.

HARBOUR DUES .- 2d. per ton register.

Ballast .- 1s. per ton.

DEPTH OF WATER IN HARBOUR.—Spring tides, 18 to 22 feet; neap tides, 13 to 15 feet.

When there are 13 feet of water, a red flag is hoisted by day, and a light by night.

# NEWHAVEN, A CREEK IN THE PORT OF LEITH.

(See Appendix.)
NEWPORT—(See Appendix.)

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# NEWPORT, A CREEK IN THE PORT OF COWES.

No pilots for the river required, and therefore no fixed rate.

HARBOUR DUES.—Vessels under 50 tons, 1s. 4d.; 50 tons and upwards, 2s. 6d. Ballast.—1s. per ton.

DEPTH OF WATER.—Spring tides, 6 feet; neap tides, 3 feet.

### NEWPORT, A CREEK IN THE PORT OF CARDIGAN.

PILOTAGE.—As may be agreed on.

There are no harbour or other dues payable here, and no charge made for ballast.

# NEW QUAY-(See Appendix.)

#### NEW ROSS.

PILOTAGE.—For the Winter Half-Year.—From the sea to the harbour, and from the harbour to the sea, vessels drawing under 12 feet water, 1s. 6d. per foot; 12 feet and upwards, 1s. 11d. per foot. If in ballast, 10d. per foot.

For the Summer Half-Year.—Vessels drawing under 12 feet, 10d. per foot; 12

feet and upwards, 1s. 8d. per foot. If in ballast, 5d. per foot.

RIVER PILOTAGE.—Coasting vessels, colliers, &c. from 10s. to £1, according to size. Vessels from foreign, £1 10s. to £3.

The river steam boat plying between Ross and Waterford may be had for towing vessels in the river on moderate terms.

HARBOUR Dues.—Each vessel, 2s. 6d. per mast.

Ballast.—6d. to 7d. per ton, put on board.

PLANKAGE.—Coasting vessels discharging, 2s. 6d. each.

DEPTH OF WATER.—Spring tides, 21 feet.

#### NEWRY.

There are no steam tug boats, but vessels are usually towed from Warren Point to Falhom Locks, by one or two boats, at 5s. each boat.

PILOTAGE.—From the Bar to Warren Point, 1s. per foot; from Warren

Point to Falhom Locks, 1s. per foot.

CANAL AND HARBOUR DUES .- In and out, 1s. 1d. per register ton.

Ballast.—1s. per ton for clay, and 1s. 2d. for stones.

DEPTH OF WATER.—At Falhom Locks, spring tides, 14 feet; at the entrance to the Canal, 11 feet 6 inches; at Newry, 10 feet 6 inches.

NEWTON—(See Appendix.)

NOULTON—(See Appendix.)

OXWICH—(See Appendix.)
OBAN—(See Appendix.)

ORFORD—(See Appendix.)

#### PADSTOW.

#### PILOTAGE.

Vessels belonging to the port of Padstow, under 200 tons burthen, pay for pilotage, from Stepper Point inwards, or to Stepper Point outwards, according to their draught of water, as follow:—

					wards		Outwards.			
If drawing	9	feet of	water, or	under, 0s.	10d.	per fo	ot.	0 <i>s</i> .	4d.	per foot.
,,	10	,,	"	1	0	"		0	5	"
,,	11	,,	"	1	2	"	•••	0	6	"

Vessels not belonging to the said port, under 200 tons burthen, pay for pilotage, from Stepper Point inwards, or to Stepper Point outwards, according to their draught of water, viz.:—

_			1	Inw	ards.			Out	vara	ls.
If drawing	9 feet	of water,	or under,	ls.	0d.	per fo	ot.	0s.	6d.	per foot.
,,	10	,,	"	1	3	- ,,	•••	0	7	- ,,
••	11	••	••	1	6	••	•••	0	8	••

Vessels above two hundred tons burthen, whether belonging to the said port or not, pay for pilotage, from Stepper Point inwards, or to Stepper Point outwards, according to their draught of water, at the following rates, viz.:—

If drawing	8	feet,	2s.	0 <i>d</i> .	per foot.	If drawing 14 feet, 5s. 0d. per foot.
,,	9	,,	2	6	<b>)</b>	" 15 " 5 6 "
n	10	"	3	0	"	"16 "6 0 "
,,	11	,,,	3	6	"	" 17 " 6 6 "
"	12	"	4	0	"	18 and upwards, 7 0 ,,
,,	13	,,	4	6	,,	

Vessels not having British registers pay one-fourth more than vessels having British Registers, except when such first-mentioned vessels shall, by any order of her Majesty's most honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British vessels; in which case, such vessels not having British registers pay the like rates of pilotage only as are payable by vessels having British registers.

Vessels taking a pilot to seaward of Stepper Point, but within a line drawn

from the Mouls to the Quies, pay 1s. per foot in addition to the said rates.

Vessels taking a pilot without or to seaward of such last-mentioned line, pay 1s. 6d. per foot in addition to the foregoing rates.

Vessels not exceeding the burthen of 200 tons, taking a pilot for Padstow, at a distance of three leagues from the land, pay £2; six leagues, £2 13s. 4d; ten leagues, £4; which is to be denominated Distance Money, and to be paid, in addition to the rates above established, for the pilotage of vessels from Stepper Point to Padstow, or to Stepper Point from Padstow.

Vessels above the burthen of 200 tons pay one-third more than the said respec-

tive rates of Distance Money.

Vessels piloted from Padstow to sea, and returning in consequence of distress of weather, contrary winds, or accident, into the said port, within thirty-six hours from the time of their sailing from thence, are subject to half pilotage only.

Pilots detained on board of vessels performing quarantine, or detained under any other restrictions, or carried to sea, are paid 7s. 6d. per day, until they shall return to Padstow, allowing a reasonable number of days for that purpose.

Pilots not boarding vessels before they shall have arrived abreast of the inner capstan, are not entitled to demand or receive more than three-fourths of the pilotage for piloting a vessel from Stepper Point to Padstow; if not before they have arrived abreast of Gun Point, they shall not be entitled to demand or receive more than two-thirds of such pilotage; and if not before they shall have arrived abreast of St. Saviour's Point, they shall not be entitled to demand or receive more than one-half of such pilotage.

Rewards for assistance rendered by pilots to vessels in distress are to be deter-

mined by the Sub-Commissioners of Pilotage.

HARBOUR Dues.—1s. per vessel, English bottom; foreigners, 2s.

LABOURAGE.—3s. per day for good men.

Ballast.—7d. to 10d. per ton, put on board.

R. B. Hellyar, Agent for Lloyds.

PARR—(See Appendix.)
PASSAGE—(See Appendix.)

#### PEEL, A SUB-PORT TO DOUGLAS, ISLE OF MAN.

#### PILOTAGE.

Vessels under 40 tons, £0	5	0	60 and under 100 tons, £0 13 0
40 and under 60 tons, 0	7	0	100 tons, and upwards, 1 0 0
No vessel compelled to take a j	pilo	t; `	but when employed, the above rates are
paid.	-		

#### HARBOUR DUES.

Vessels a	rriving	and discharging cargo, per	register	ton,	0s.	4d.
,,	,,	and not discharging,	"	******************		
••		in ballast,	••		0	2

Vessels having paid the above dues in one port in the island may put into any or all the other ports during that voyage, without paying any charge as harbour dues.

BALLAST FOR THE TAKING.

DEPTH OF WATER AT THE PIER HEAD.—Spring tides, from 14 to 19 feet; neap tides, from 10 to 12 feet.

A light is hoisted on the pier head every night, but no charge is made for it.

#### PEMBROKE.

There are no port charges for vessels lying at Pembroke Dock or Pembroke. PILOTAGE.—From Sea to Pembroke Dock.—Vessels under 14 feet, 2s. 6d. per foot; 14 feet and upwards, 3s. 6d. per foot.

RIVER PILOTAGE.—From Milford to Pembroke Dock.—Vessels under 14 feet, 2s. per foot; 14 feet and upwards, 2s. 6d. per foot. Shifting vessels, or first mooring them, 10s. 6d. each.

HARBOUR DUES payable by all British and foreign vessels anchoring in the harbour of Milford, except such as belong to the harbour, and such as belong to the Cinque Ports, that produce their certificates of freedom:—

			,		-												
		Britis	sh Ve	ssels.		Foreig	n Ves	sels.			Briti	sh Ve	ssels.		Foreign	n Vess	iels.
16	tons,	£0	0	4	,	£0	0	8	190	tons,	£0	5	4		£0	10	8
20		0	0	8	•••	0	1	4	200	,,	0	5	7	•••	0	11	2
25		0	1	0		0	2	0	210	"	0	5	10	•••	0	11	8
30	"	0	1	4		0	2	8	220	"	0	6	1	•••	0	12	2
40	,,	0	1	7	•••	0	3	2	230	"	0	6	4		0	12	8
50	"	0	1	10	• • •	0	3	8	240	,,	0	6	7	•••	0	13	2
60	"	0	2	1	•••	0	4	2	250	27	0	6	10	•••	0	13	8
70	,,	0	2	4		0	4	8	260	"	0	7	1	•••	0	14	2
80	"	0	2	7		0	5	2	270	,,	0	7	4	•••	0	14	8
90	,,	0	2	10		0	5	8	280	,,	0	7	7		0	15	2
100	,,	0	3	1		0	6	2	.290	,,	0	7	10	•••	0	15	8
110	"	0	3	4		0	6	8	300	27	0	8	1	• • • •	0	16	2
120	"	0	3	7		0	7	2	400	,,	0	10	7		1	1	2
130	32	0	3	10		0	7	8	500	,,	0	13	1		1	6	2
140	"	0	4	1	•••	0	8	2	600	,,	0	15	7		1	11	2
150	"	0	4	4		0	8	8	700	,,	0	18	1		1	16	2
160	"	0	4	7		0	9	2	800	,,	1	0	7	•••	2	1	2
170	"	. 0	4	10		0	9	8	900	"	1	3	1	•••	2	6	2
180	,,	0	5	1	• • •	0	10	2	1000	"	1	5	7		2	11	2
			•														

The above harbour dues are but partially paid, there being no Act of Parliament to enforce the payment, and most masters of vessels refuse doing so.

QUAYAGE.—Each vessel, 8d., payable to the Corporation.

Ballast.—1s. 2d. per ton.

DEPTH OF WATER.—Off the dock-yard, at high water, with good anchorage, 9 fathoms; low water, 7 fathoms. Along the Holls Point Pier, at spring tides, 26 feet; neap tides, 15 feet.

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#### PENARD—(See Appendix.)

#### PENRYN, A CREEK IN THE PORT OF FALMOUTH.

PILOTAGE.—From Falmouth to Penryn Quay.—Vessels, 40 tons burthen, from 2s. to 3s.; 70 to 80 tons, 3s. 6d. to 4s.; 80 to 160 tons, 5s.

HARBOUR DUES .- 1s. for each mast.

Ballast.—Shipped at 10d. per ton.

DEPTH OF WATER.—Spring tides, from 11 to 13 feet; neap tides, from 7 to 8 feet.

#### PENTOWAN—(See Appendix.)

#### PENZANCE.

#### PILOTAGE.

From Foreign.—To either of the Roadsteads or Piers in the Bay, and vice versa, viz.:—

Vessels	drawi	ng 8 fe	et wate	r, £0	10	0	Vessel	sdrawin	ıg 16fe	etwat	er,£2	10	0
,,	,,	10	,,	0	16	0	,,	,,	17	,,	2	15	0
"	,,	11	,	1	4	0	,,	,,	18	,,	3	0	0
"	"	12	"	1	10	0	,,	,,	19	,,	3	7	0
,,	"	13	"	1	15	0	,,	,,	20	,,	3	17	0
"	"	14	,,	2	0	0	,,	,,	21	,,	4	7	0
"	"	15	,,	2	5	0	,,	,,	22	,,	4	17	0

Distance money for putting a pilot on board, without a line drawn from the Lizard to the Land's End, £2 2s.

Distance money within a line drawn from the Lizard to the Land's End, and without a line drawn from Carndew to Penguinnion Point, £1 1s.

Distance money within a line drawn from Carndew to Penguinnion Point, and without a line drawn from St. Clement's Isle to Trewaras Head, 10s. Distance money within these limits, 5s.

Coasting Vessels.—Under 60 tons register, 6s.; 50 to 60 tons, 9s.; 60 to 80 tons, 16s.; 80 to 100 tons, £1, and so on in proportion. Observe, the rate of pilotage on coasters is in and out, not regulated according to the act. It is inserted only as the usual charge, which may amount to more or less, as circumstances require.

If a man is wanted at any time to assist in transporting a vessel, he is paid 3s. 6d. for each tide's work; but should a pilot be necessary to remove a vessel into dock. 5s.

HARBOUR DUES.—1d. per register ton on all vessels, including privileged foreigners; foreigners not privileged, 2d. per ton.

Ballast.—6d. to 8d. per ton, put alongside, and 6d. additional for harbour dues.

DEPTH OF WATER.—Spring tides, from 18 to 22 feet; neap tides, 11 to 13 feet

For direction to strangers running for or bound to this port, a large black ball is hoisted by day, and a light by night at the pier head, when there is 10 feet water in the harbour, and kept up until it ebbs to that depth.

Good moorings are laid for the security and accommodation of wind-bound and other ships, free from any charge. The harbour is being enlarged and improved at the estimated expense of £35,000, an act having been obtained for that purpose, and when completed, the dues on ships' register tonnage will be increased to 2d instead of 1d per ton.

James Broad, harbour master.

#### PERTH.

PILOTAGE.—See Dundee.

There are steam tugs to be had from Dundee, at the rate of 9d. per register ton, old measurement.

Agent for steam tugs at Dundee, Mr. West, Ship Tavern, Fish Market.

HARBOUR Dues.—Vessels from foreign or otherwise,  $2\frac{1}{2}d$ . per ton; vessels trading in the river,  $1\frac{1}{2}d$ . per ton. Foreign vessels pay one-third more than the above rates.

PLANKAGE.—Vessels under 50 tons, 6d.; above 50 tons, 1s.

Ballast.—3s. 6d. for each 20 tons.

DEPTH OF WATER.—Spring tides, 14 to 15 feet; neap tides, 9 to 11 feet.

# PETERHEAD, A CREEK IN THE PORT OF ABERDEEN.

PILOTAGE IN AND OUT,	IN ORDINARY CASES.
	Vessels from 151 to 175 tons, £0 18 0
" from 31 to 50 " 0 8 0	" " 176 " 200 " 1 O O
, , 51, 60 , 0 9 0	" " 201 " 250 " 1 5 <b>0</b>
, , 61 ,, 75 ,, 0 10 0	" " 251 " 300 "
,, ,, 76,,100 ,, 0 12 0	" " 301 " 350 "
,, 101,,125,, 0 14 0	" " 351 " 400 " 2 0 0
" " 126 " 150 "   0 16  0	" " 401 " 500 " 2 10 0
CAPTAIN PIL	
Payable for vessels only at the	
For all vessels under 40 tons, 0s. 6d.	
" from 40 to 80 " 1 0	" from 120 " 200 " 2 0
Above 200 tons,	$\dots$ 2s. 6d.
For each tide's work within the harbour	r, for every description of vessels, each
man, 1s.	
Foreign vessels making signals for pilot	ts at a greater distance than usual, pay
such pilots for going out to them beyond t	
ance, at the discretion of the Captain Pilo	
If a pilot, after taking charge of a vesse	
be detained on board, and prevented from	
provisions while on board, and allowed 2s	6d. for every day he is so detained.
TONNAGE	
For all vessels belonging to any port of G	reat Britain or Ireland, when
on a voyage to or from any port in Grea	
the harbours of Peterhead for safety or o	
For all vessels belonging to any port of G	reat Britain or Ireland, enter-
ing the harbours of Peterhead, from a	any port of Great Britain or
Ireland, with cargoes, or part of car	rgoes, to unload or loading
cargoes, or parts of cargoes, for any por	t in Great Britain or Ireland,
per ton, three-fourths of	0 33
For vessels belonging to any port of Grea	t Britain or Ireland, entering
the harbours of Peterhead for safety or o	convenience, when on a voyage
to or from any foreign port, per ton,	
For all vessels belonging to Great Britain	or Ireland, entering the har-
bours of Peterhead, and loading cargo	es, or part of cargoes, to or
from any foreign port, per ton,	0 4½
from any foreign port, per ton,  For all foreign vessels entering the sai	d harbours for safety or con-
venience, per ton,	
For all foreign vessels entering the said	harbours, to load or unload
cargoes therein, per ton,	0 4½
For all herring boats for the period of their	
the commencement of the fishing, and	
nage duties payable for such herring bo	oats, each 5 7½

For all herring boats, and other boats coming into the said harbours, whether on account of stress of weather, or from any other cause whatever, the following tonnage duties, viz.:—If under 20 tons, each, 9d.; if above 20 and under 30 tons, each, 1s.  $1\frac{1}{2}d$ .; and all above 30 tons, the same as coasting vessels.

Exemptions from Tonnage Duty.—All vessels arriving in ballast for the purpose of being repaired in the dry or graving docks, and departing in ballast.

On the end of West Quay, South Harbour, there is a red light. When a vessel takes the harbour, the said light should be kept bearing N.E. by E., which will guide her direct into the channel.

BALLAST.—To all vessels, 1s. per ton. Carting away from all vessels, 3d.

per ton.

Depth of Water.—South Harbour, spring tides, 12 feet; neap tides, 8 feet. North Harbour, spring tides, 17½ feet; neap tides, 13½ feet. A strong westerly wind occasions high tides, and an easterly wind the reverse. Full and change, about 30 minutes past noon.

James Mitchell, shore master; Alexander Souttar, captain pilot and berth master; Keith Forbes, ship broker, Swedish and Norwegian Vice-Consul, and

agent for Lloyds; T. & C. Lawrance, custom-house agents.

#### PILE OF FOUDRY, A CREEK IN THE PORT OF LANCASTER.

PILOTAGE.—From Pile of Foudry to Barrow, 5s. to 7s. each vessel, and vice versa.

HARBOUR DUES.—Anchorage, each vessel, with cargo, 4d. per register ton; and 3d. per ton for Walney Lights. Wind-bound vessels, 1d. per ton for Walney Lights.

BALLAST FOR THE TAKING.

#### PILL—(See Appendix.)

#### PITTENWEEM, A CREEK IN THE PORT OF KIRKALDY.

PILOTAGE—As may be agreed on. Small vessels belonging to the port, 6s. or

7s., and a shilling or two for grog.

HARBOUR DUES—1s. 2d. per register ton; but if vessels enter the dock or basin, from 1st April to the 1st October, to load or discharge cargo, three farthings per ton; and from 1st October to 1st April, 1d. per ton. Wind-bound vessels pay only half dues.

PLANKAGE.—Under 30 tons, 3d.; 30 and under 50 tons, 3½d.; 50 and under

100 tons, 4d.; 100 tons and upwards, 7d.

Beaconage. -30 and under 50 tons, 4d.; 50 and under 100 tons, 6d.; 100

tons and upwards, 8d.

The Town Council have power to alter the dues for the dock or basin, but the harbour dues are fixed at a halfpenny per ton.

#### PLYMOUTH.

From its position on the south-west coast of the kingdom, on the shores of the Atlantic, and by reason of the excellence of its harbours, Plymouth is unequalled as a port of refuge for veesels. It is here where the principal dock-yard and royal naval and military establishments of the kingdom have been constructed, and amply provided with every thing required for the formation, equipment, and maintenance of fleets or armies.

#### HARBOUR DUES.

Vesse	ls unde	r 10	tons register,	0s.	6 <b>d.</b>	From	40 to	50 to	ns register,	48.	Od.
From	10 to	20	,,	1	0	,,	50 to	60	"	5	0
,,	<b>20</b> to	30	"	2	0	,,	60 to	100	"	6	0
"	30 to	40	,,	3	0	,,,	100 an	d upw	ards,	7	0

The above charges include foreign as well as British vessels.

Ballast.—Vessels discharging or taking ballast at the ballast quay, pay 6d. per ton; if taken to or from the vessel by lighters, 9d. per ton.

DEPTH OF WATER ON THE BAR.—Spring tides, 17 feet; neap tides, 12 feet. The depth of water varies much according to winds. Southerly winds make high tides; northerly winds cut them much.

John Lander, harbour master.

#### PORTAFERRY, A CREEK IN THE PORT OF NEWRY.

PILOTAGE.—As can be agreed upon.

QUAYAGE.—For loading or discharging cargoes at the quay of Portaferry, or on any part of the beach, 2½d. per register ton of the vessel; and in case only a part of a cargo is loaded or discharged, the same rate is paid for the number of tons that may be so taken on board or discharged. When ships have a merchant's cargo on board, the merchant pays the quayage, either for loading or discharging, or both, as the case may be.

HARBOUR DUES.—On vessels anchoring or coming to in any part of the north side of the River of Strangford, from the bar to Ballywhite Bay—

10 a	and unde	r 20 t	ons register,	ls.	0d.	70 and under 100 tons register,	38.	0d.
20	,,	25	"	1	6	100 and upwards,	3	6
25	"	40	"	2	0	Ships or three-masted vessels,	5	0
40	"	70	"	2	6			

Vessels belonging to Portaferry and trading constantly to the river, pay anchorage only once a year, on every first day of November, for the purpose of keeping up the perches and bar; but those trading generally to other ports pay the same as strangers.

All foreign vessels pay double the above rates for quay and harbour dues.

PLANKAGE.—Vessels requiring a plank either for discharging or loading a cargo, if under 25 tons register, pay 1s.; 25 to 50, 1s. 6d.; 50 and upwards, 2s. for the use of each plank.

Ballast.—All coasting vessels taking in or discharging ballast, unless they have either discharged a cargo or are to take in one, pay 2½d. per ton for such ballast. All vessels going foreign, taking in ballast, pay 2½d. per ton for the same, whether lying at or moored off the quay. For wheel-barrows discharging ballast, 1s. each, provided the time they are in use does not exceed one day; and potatoe-barrows 1s. per day.

DEPTH OF WATER.—Spring tides, 12 feet; neap tides, 8 feet,

Thomas Gelston, quay and harbour master.

PORT CARLISLE—SEE FISHER'S CROSS. PORTDINLLEYN—(See Appendia.)

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#### PORT GARVEN, A CREEK IN THE PORT OF PADSTOW.

PILOTAGE.—For every 10 tons, 1s.

HARBOUR DUES .- Keelage, 1s.

Ballast.—Per ton, 3d.

DEPTH OF WATER.—Spring tides, from 22 to 23 feet; neap tides, from 11 to 12 feet.

#### PORT GLASGOW.

PILOTAGE.—From Pladda to Greenock, any size of vessel, 2d.; Cumbray Heads to Greenock,  $1\frac{1}{2}d$ .; and from Greenock to Port Glasgow, 1d. additional—making it  $2\frac{1}{2}d$ . and 3d, per ton from the above places to Port Glasgow Harbour.

#### RATES OF TOWING ON THE RIVER CLYDE.

In common moderate weather the following are the rates paid; but when the service is likely to be attended with more than ordinary risk, a distinct bargain must be previously made:—

	From Greenock (per register ton) to									From Glasgow (per ton) to						
Vessels' Draught of Water at the Broomielaw.	Glasgow.		Dalmuir, Paisley Water, or Renfrew.		Dumbarton, Dunglass or Bowling Bay.				Port Glasgow or Greenock.		Bowling Bay, Dunglass or Dumourton.		Renfrew Paisley Water.			
	8.	đ.	s.	d.	8	d.	8.	d.	s.	d.	s.	d.	s.	d.		
Not exceeding 64 feet,	0	6	0	5	0	4	0	2	0	6	0	4	0	3		
Above 61 not ex.71 ,,	0	7	0	6	0	4	0	2	0	7	0	4	0	3		
, 71 ,, 81 ,,	0	8	0	7	0	5	0	2	0	8	0	5	0	4		
$, 8\frac{1}{2}, 9\frac{1}{2},$	0	9	0	8	0	5	0	2	0	9	-0	6	.0	4		
$, 9\frac{1}{2}, 10\frac{1}{2},$	0	10	0	9	0	6	0	3	0	10	0	6	0	5		
,, 10½ ,, 11½ ,,	0	11	0	10	0	7	0	3	0	11	0	7	0	6		
,, 114 ,, 124 ,,	1	0	0	11	0	8	0	3	1	0	0	8	0	7		
,, 121 ,, 131 ,,	1	1	- 1	0	0	9	0	3	1	1	0	9	0	8		
,, 131 ,, 141 ,,	1	2	1	1	0	10	0	3	1	2	0	10	0	9		
, 144 , 154 ,	1	3	1	2	0	11	0	3	1	3	0	11	0	10		

And 1d. per ton register for every foot additional.

Steamers, without machinery, £1 10s. for every 100 tons (carpenter's measurement). All boats or wherries under 10 tons, 5s. each.

Towing vessels between either Slip and the Broomielaw, not ex-				
ceeding 100 tons,		10	0	
Vessels exceeding 100 and not exceeding 200 tons,	0	15	0	
Vessels exceeding 200 tons.	1	0	0	

Lighters are towed as per agreement. Any vessel sailing part of the way, and employing a steamer for the remainder, is charged the full rate, as if towed the whole distance. Foreign vessels pay according to the British registry. Vessels neapt at either ports are charged £5 5s. per tide for attendance of a tug boat. Vessels grounding in the river, and requiring the attendance of a tug boat more than two tides in making their passage, are charged, in addition to the rates, £5 5s. per tide for the third and following tides. Vessels engaged to be towed outwards are allowed half an hour, after the steamer gets alongside, before getting under weigh; and if detained longer, they are charged £1 1s. per hour, in addition to the under-noted rates. Vessels towed from Glasgow to Ardrossan, Troon, or Ayr, are charged same as the rate to Cumbray Heads from Greenock, in addition to the river towing; and if from Greenock or Port Glasgow only to these ports, the charge is the same as if towed to Pladda.

The three towns of Plymouth, Stonehouse, and Devonport, may be regarded as forming a single community; they contain about 100,000 inhabitants, with 35,000 tons of shipping and 2000 seamen, independent of those forming the army or navy. Every kind of provisions may be found in the markets at a moderate price. Among the inhabitants of Plymouth are comprised shipwrights, caulkers, anchorsmiths, rope and sail makers, ironfounders, and every kind of artificer necessary for the equipment or repair of merchant vessels; with a capacious dry dock, railway slips for hauling up vessels, &c. The harbours of Plymouth are so happily situated that ships disabled at sea, either in southerly, easterly, or westerly gales, may run in before the wind into one of the inner ports, and anchor in safety, or, if without anchors, may run on the mud. It is therefore much frequented by ships taking shelter in storms, or to complete their store of provision or water, previous to a final departure for foreign parts.

The picturesque beauty of the port and adjacent scenery, together with the bustle of naval and military movement, have contributed greatly to the increase

of its population and commercial prosperity.

We shall present the reader with a brief description of the harbours of Plymouth, and insert in a tabular form the port charges and other useful information.

The Eddystone Light-House rises 92 feet from a rock in the English Channel, 9 miles south-west from Plymouth Sound, and serves as a beacon, either by night or by day, to point out to the mariner the Port of Plymouth.

1. Plymouth Sound has been converted into an extensive outer harbour for the royal navy and commerce of the country, by the erection of a breakwater one mile in length, and at an expense of £1,500,000. A light-house at the west end of the breakwater serves to guide vessels into the Sound, which they may safely enter and occupy without paying any port charges. The established pilotage into the Sound is only half the sum for one of the inner harbours, and one-fourth if a ship return through contrary winds.

Catwater is the inner and ancient port of Plymouth. It is a safe, commodious, sheltered place, and capable of accommodating 100 sail of merchant ves-

sels afloat at their anchors. Plymouth is defended by a strong citadel.

3. Sutton Pool is the tide port of Plymouth. A bay, running into the town, and washing its walls on three sides, has been converted by a company into a harbour. Quays, wharfs, cranes, railway slips, dock-yards, and store-houses have been erected; and within the entrance of Sutton Pool 150 sail of merchant vessels can be secured in from 10 to 18 feet at high water spring tides. The entrance into the Pool is between two pier heads 106 feet apart, on the westermost of which a light is nightly exhibited.

4. Mill Bay is sheltered by Drake's Island, and by a pier, and may be considered as the harbour of Stonehouse. It is a place capable of vast improvement. The pier, which is being erected by authority of a recent Act of Parliament, is intended to accommodate large steam vessels drawing 17 feet water to be afloat at

low water during spring tides.

5. Stonehouse Pool washes the western shores of the town of Stonehouse, and forms the south-east limit of Hamoaze, out of the influence of the tidal current. Merchant vessels, yachts, and steam vessels resort to it, and lie afloat at their anchors. The Royal William Victualling Yard is on the south side of Stonehouse Pool. Stonehouse is defended by batteries.

6. Barnpool is on the east side of Mount Edgecumbe. It is used principally by ships of the royal navy whose partial refits can be made good afloat without

landing their ammunition.

7. Hamoaze.—The harbour of Hamoaze is very extensive, safe, and deep. It is about 4 miles in length from Devil's Point to Saltash. This harbour is principally occupied by the ships and moorings of the royal navy afloat, and by the dockyard, gun wharf, powder magazines, powder mills, and ordnance ground on the adjacent shores. But although these Government establishments are very ex-

tensive, there are many private quays, building yards, and other facilities in Hamoaze for the purposes of commerce. Devonport is fortified by a wall and fosse, and protected by strong batteries.

DEPTH OF WATER, PILOTAGE, AND PORT CHARGES.

			unt of P from Se		Port	at los		
Harbours.	Depth at Low Water	Un er 14 feet Draught.	Above 14 feet Draught.	Ships put back by foul winds	Per Ship.	Per Ton.	Per Ship, per answm.	Corpora of Salts
Plymouth Sound, Catwater, Sutton Pool, Mill Bay, Barnpool,	Feet. 29 to 89 15 to 48 8 to 18 0 to 86 50 to 110	Per Foot.  2s. 0d  4 0  4 0  4 0  4 0	Per Foot.  2s. 6d  5 0  5 0  5 0  5 0		1 8	s. d.  }d. to 2d. 0 2	1 1 0 2 0 0	1 0 1 0 1 0 1 0 1 0
Stouchouse Pool, Hamoaze,	60 20 to 80	4 0	5 0 5 0	2 6 2 6	::::		••••	1 0

By the Pilot Act, 1825, vessels requiring and taking pilots without the limits of the port, are subject to the payment of distance or league money, viz.:—

From 3 leagues without a line drawn from Ramhead to Mewstone, £3 3 0 , 6 , , , , , , , , , 4 4 0

Ballast may be procured at the limestone quays at 6d. per ton, and pure limestone may be purchased as ballast at 1s. 1d. per ton.

Regular weekly steam communication kept up throughout the year with the following places, viz.:—London, Dublin, Liverpool, Cork, Falmouth, Portsmouth, Southampton, Channel Islands.

Daily coach and railroad communication with Plymouth and London in 17 hours! William Walker, Queen's harbour-master.

TORPOINT FLOATING BRIDGE.—At the estuary of the Tamar, the counties of Devon and Cornwall are united by the chains of the Torpoint floating bridge, which has been established more than seven years, and is so commodiously designed that carriages with four horses pass without being detached. This bridge crosses the estuary four times an hour with undeviating regularity and safety.

POINT—(See Appendix.)
POLKERRIES—(See Appendix.)
POLMEAR—(See Appendix.)

#### POOLE.

PILOTAGE INWARDS AND OUTWARDS.		
St. Alban's and Christchurch Head to quay,	48.	0d, per foot.
Any Point between those Heads and Studland Bay, to quay,	3	6 ,,
Studiand Bay to quay, to Brownsea,	3.	0 "
, to Brownsea,	2	θ "
Pilots, if required to stay or detained on board,	4	0 per day.
If required to find a boat and four hands, from Stakes to quay	10	0
To assist in working vessels into or out of harbour, to or from bay,	5	0 per boat.
To or from Brownsea, per man and boat,	3	0
To or from Stakes, per man and boat,	2	0
Foreign vessels are charged the same as British Coasters to	PO-1	hirds of the

above.

# RATES OF TOWING ON THE RIVER CLYDE CONTINUED.

# TIMBER RAFTS.

From Greenock or Port Glasgow to Glasgow, per tide, if not exceeding 6 hours,		2 2	From Greenock o	From Greenock o	
£10 10 0 7 7 0 15 15 0 21 0 0	DEEP SEA.	to Troon, Ayr, or Lochgliphead,	r Port Glasgow to Rothesay, Largs, or Milport,	Port Glasgow to Glasgow, per tide, if not exceeding o nouns,	LIMBOR BANKS
0000		1	15 11	7	£10 10
	J	•	0	•	0

Under 150 tons Above 150, and not exceed. 200 tons, 250 300 300 350 400 450 450 550 550 550 500 550 500 550 600 700	Register Tonnage.	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Tail of Bank.	
11. 11. 11. 11. 11. 11. 11. 11. 11. 11.	Gonrock.	
2 12 6 2 12 6 3 3 3 0 4 4 14 6 5 15 6 6 6 16 6 0 7 7 7 0	Entrance to Loch Long.	
2 12 6 2 12 6 3 3 0 3 13 6 4 14 6 5 15 6 6 6 6 7 7 7 0 7 17 6	Clough, Duncou, or Holy Loch.	
4 14 6 4 14 6 5 15 0 6 16 6 6 16 6 7 7 7 7 7 8 8 8 9 9 9	Wemyss.	
5 15 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Point of Toward.	Fro
7 77 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Cumbraes, Rothesay E	rom Greenock to
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	MI	20
10 10 10 11 11 11 11 11 11 11 12 12 12 12 13 13 14 14 14 15 15 15	Cumbraes, or Garroch Head	
12 12 12 13 13 13 13 14 14 14 14 16 16 16 16 16 16 16 17 17 17		-
0 14 14 0 0 15 15 0 0 15 15 0 0 16 16 0 0 16 16 0 0 17 17 0 0 18 18 0 0 19 19 0 0 19 19 0	r 2	
18 18 19 19 19 19 21 10 22 11 22 11 24 13 25 4 25 14	Allan Craig.	

Larger in proportion, From Port Glasgow to any of the above distances, or vice versa, £2 2s. additional.

Shifting vessels from one quay or harbour to another, under When any vessel is towed beyond any of the above distances, such vessel is charged as having gone to the next. exceeding 250 ,, ...... 1 1 0 250 tons,.....£0 15 0

The company is not responsible for any damage sustained or done by the vessels in tow; nor for any damage that may take place by vessels running into the harbour. Vessels towing are to provide good stout hawsers; and all vessels are held liable for any damage that may occur by giving a wrong statement of their draught of water.

HARBOUR DUES.—Every vessel entering or arriving at the harbour of Port Glasgow, or touching at any of the quays of the said harbour, including the quays of the wet dock, from any port in the united kingdom of Great Britain and Ireland, or from the islands of Guernsey, Jersey, Alderney, Sark, or the Isle of Man, pays the sum of 3d. per ton; and for every such vessel departing from the said harbour or quays, to any of the countries, parts, or places before-mentioned, the like sum of 3d. is charged, except as herein after specified. For every lighter, steam boat, or other vessel, carrying goods, and navigating the river and frith of Clyde, between Glasgow and the Craig of Ailsa, and loading or unloading goods at said harbour or quays, the sum of one farthing per ton, at arrival, and the like sum at departure, should a change of cargo take place. For all ships, steam boats, or other vessels, carrying goods, and navigating to or from any of the ports before mentioned, not ultimately destined to Port Glasgow, but merely stopping at said harbour or quays in the course of their voyage, for loading or unloading part of their cargo, the sum of one farthing per ton, at arrival, and the like sum at departure, should a change of cargo take place.—For every ship, steam boat, or other boat or vessel, entering or arriving at the harbour of Port Glasgow, or touching at any of the quays of said harbour, including the quays of the wet dock, from any country, island, or place whatever, not before named, the sum of 7d. per ton; and for every such ship, steam boat, or other boat or vessel, departing from said harbour or quays to any of the said countries, islands, or places not included in the foregoing, the like sum of 7d. per ton: provided always, that vessels in ballast shall only be charged one-half of the said tonnage duty.

PLANKAGE.—From 2s. 6d. to 10s.

CRANE Dues.—For each hoist, not exceeding 24 cwt. 1d. None of the cranes to be used for raising greater weights than 24 cwt., without the permission of the harbour master.

DEPTH OF WATER.—In the Harbour, ordinary tides, 18 feet; high tides, 19 to 20 feet. In the Wet Dock, ordinary tides, 21 feet. In the Lock, 28 feet. The Dock has not yet been deepened inside the gates in any one place to more than 24 feet. No vessel can come in drawing more than 19½ feet, this being the depth close to the lock, but it can at any time be deepened to the depth of the gates, if required.

#### PORT ISAAC, A CREEK IN THE PORT OF PADSTOW.

PILOTAGE.—For every 10 tons, 1s.

HARBOUR DUES.—Keelage, 1s.

Ballast.—Per ton, 3d.

DEPTH OF WATER.—Spring tides, from 22 to 23 feet; neap tides, from 11 to 12 feet.

#### PORTMAHOMACK, A CREEK IN THE PORT OF INVERNESS.

#### PILOTAGE INWARDS AND OUTWARDS.

Vessel	s under	r 20 to:	nsregiste	r,£0	5	0	Vessels	from	60	to	80	tons,	£0	14	0
From	20 to	30	,,	0	7	0	"	,,	80	to	100	,,	.0	16	0
,,	30 to	40	"	0	8	0	,,,	,,	100	to	130	"	0	18	0
"	<b>40</b> to	50	"	0	10	0	"	"	130	to	150	"	1	0	0
,,	50 to	60	"	0	12	0						••			
		T	0.7			•									

HARBOUR DUES .- 2d. per ton.

Ballast.-6d. per ton.

DEPTH OF WATER.—Spring tides, 12 to 13 feet; neap tides, 8 to 9 feet.

PORT NESSOCK—(See Appendix.)

#### PORT PATRICK, A CREEK IN THE PORT OF STRANRAER.

PILOTAGE.—3s. to 5s., according to the size of the vessel. HARBOUR Dues.—One farthing per ton register.

DEPTH OF WATER.—Spring tides, 10 to 11 feet.

#### PORTREATH—(See Appendix.)

#### PORTRUSH, A CREEK IN THE PORT OF COLERAINE.

						P	LO	TAGI	B.		•				
Vesse	els under	10	tons,		£0	1	6	60	and under	65	tons,		£0	8	0
10 aı	ad under	15	,,	•••	0	2	6	65	,,	70	,,	•••	0	8	6
15	"	20	,,		0	3	0	70	,,	75	,,	•••	0	9	0
20	,,	25	,,	•••	0	4	0	75	"	80	,,	•••	0	9	6
25	,,	30	,,	•••	0	4	6	80	,,	100	,,	•••	0	10	0
30	,,	35	,,	•••	0	5	0	100	,,	110	,,		0	10	6
35	,,	40	,,	•••	0	5	6	110	,,	120	,,	•••	0	12	6
40	,,	45	"	•••	0	6	0	120	"	140	"	•••	0	15	0
45	,,	50	,,		0	6	6	140	,,	160	"	•••	0	17	0
50	,,	55	,,	•••	0	7	0	160	,,	200	,,	•••	1	1	0
55	,,	60	,,	•••	0	7	6	200	and upwar	ds,	,,	•••	1	5	0
	Δ.	Fo	reig	n ves	sels	are	ch.	arged	one-fourth	more	€.				

A vessel is considered piloted into Portrush when she is safely moored at her discharging berth; and should the master of the vessel or harbour-master require her to be taken into the inner harbour, it is the duty of the pilot to do so, and there moor her safely. After the vessel is so moored, and the master calls on the pilot for assistance, he is then to get 2s. per tide's work.

On a pilot offering himself and exhibiting his license, a master of a vessel cannot refuse him; if he does, he subjects himself to the penalties of the Act 7 and 8 Geo. IV. cap. 103.

HARBOUR DUES .- Vessels from foreign, 1s. per ton; vessels coastwise, 6d.; pleasure yachts and boats belonging to Portrush, £1 1s. per annum.

BALLAST.—Sand, per ton, 1s.; earth or gravel, 1s. 3d.; stone, 2s.—including cartage and porterage. Ballast supplied by the harbour-master, and persons procuring it otherwise are liable to a penalty of five pounds. Masters of vessels having ballast on board, must apply to the ballast-master to land and carry it away, for which 6d, per ton is charged.

ANCHORAGE ON WIND-BOUND VESSELS.

10 a	nd under	20 to	ons reg	gister, 2	28.	0d.	60	and	under	90	tons	register,	78.	6d.
20	••	40	,,	•		0	90			130		,,	10	0
40	,,	60	,,		5	0	120	and	upwar	ds,		"	12	6
	And for	ever	ry day	beyond	th	e fir	st fou	r da	ys, one	-fou	rth a	dditional		

Any wind-bound vessel hauling alongside the wooden wharf, or using any discharging berth, pays 6d. per ton.

The harbour-master is authorised to collect the anchorage rates.

DEPTH OF WATER.-From 20 to 26 feet.

#### PORT TALBOT (LATE ABERAVON), A CREEK IN THE PORT OF SWANSEA.

RATES AND REGULATIONS FOR TOWING VESSELS BY THE STEAM TUG.

Vessels towed in or out at 3d. per register ton.

A stemming book is kept at the harbour master's office, and vessels are taken in and out in the order stemmed; and in going out the steamer takes the vessel from the Lock Gates or River Junction, as the harbour master may direct.

No vessel is entered on the stemming book until the stemming money is paid. The stemming money is considered part payment.

Vessels using the tow rope pay 2s. 6d. for the use thereof.

PILOTAGE.

The following rates are paid to pilots and hobblers taking charge of vessels trading to and from Port Talbot:—

Regi	Tons ster Bu	then.	Regist	Tons ter Burth	en.		Sea to one tid					a from the		erths, hours.
Above	25	and	under	40	•••	•••	£0	4	0	•••	•••	£0	3	0
,,	40		,,	50		•••	0	4	6	•••	•••	0	3	6
,,	50		,,	60	• • •	•••	0	5	0	•••	• • •	0	4	0
,,	60		,,	70	•••	•••	0	5	6	•••	• • •	0	4	6
"	70		"	80	•••	•••	0	6	0	•••	•••	0	5	0
"	80		,,	90	• • •	•••	0	6	6	•••	•••	0	5	6
,,	90		,,	100	•••	•••	0	7	0	•••	•••	0	6	0
"	100		,,	125	•••	•••	0	8	0	• • •	•••	0	7	0
,,,	125		,,	150	•••	•••	0	9	0	•••	•••	0	9	0
"	150		"	175	•••	•••	0	10	0	• • •	•••	0	10	0
,,	175		,,	200	• • •	•••	0	11	0	•••	•••	0	11	0
,,	200		,,	<b>250</b>	•••	•••	0	14	6	•••	•••	0	14	6
,,	250		,,	300	•••	•••	1	Ð	0	•••	•••	1	0	0
,,	300		,,	<b>3</b> 50	• • •	•••	1	7	6	•••	•••	1	7	6
"	350		"	•••	•••	• • •	2	0	0	•••	•••	2	0	0

For transporting a vessel from one part of the harbour to another, under 100 tons, 2s. 6d.; above 100 tons, 5s.

To the boat's crew putting a pilot on board outside the buoys, 2s.; payable only if the master refuses hobblers.

Every master of a vessel is at liberty to employ hobblers or not, as he may require. The price paid to each hobbler does not exceed 2s. for one hovel; and no hobbler charges two hovels unless occupied for more than three successive hours.

For every hobbler engaged by the master, 1s. 6d. from Sea into the Lock, and 2s. from Sea to the Wharf of her destination. If required to tow, 6d. additional to each hobbler; if engaged only at the warping buoy at the end of the breakwater, half the above rates only charged.

Every master of a vessel above 25 tons register burthen, bound inwards, except such vessel is laden with limestone, must employ a licensed pilot, provided such vessel is boarded outside the outer buoy; but in case of there not being a sufficient number of pilots to take charge of all the vessels bound inwards during the same tide, masters of vessels to whom no offer of pilotage have been made by licensed pilots are not subject to the penalty for non-employment of the pilot. Every master of a vessel above 25 tons register burthen refusing a licensed pilot outside the outer buoy, is liable to pay double pilotage.

Every master of a vessel which is not boarded by a pilot until such vessel has reached the warping buoy, at the end of the breakwater, is liable only to half the pilotage otherwise chargeable, and may, at his own risk, refuse the services of such pilot so offering.

Every master of a vessel bound inwards taking a pilot must receive the first licensed pilot that shall offer; and if any master of a vessel refuses to employ such pilot, and thereafter employs any other licensed or unlicensed person as a pilot, he is be liable to a fine not exceeding 10s.

Every master of a vessel bound outwards, who employs an unlicensed person as pilot, is liable to a fine not exceeding £1.

HARBOUR DUES.—For every vessel which enters the port laden, for every time of entering the same, 3d. per ton register burthen. For every vessel which enters the port in ballast, and takes on board there a cargo of coal, for every time of entering the same, 2d. per ton register burthen. These dues must be paid to the harbour master before the vessel is cleared out at the custom-house.

#### PORT WILLIAM, A CREEK IN THE PORT OF DUMFRIES. PILOTAGE.

Vessels from 20 to 30 tons, ... 6s. 0d. | Vessels from 50 to 60 tons,... 9s. 0d. from 30 to 40 , ... 7 0 from 60 to 80 " ... 10 0 from 40 to 50 ,, ... 7 0 ,, from 80 to 100 ,, ... 11 In the above rates, the assistance of a boat is included, and pilotage in and out.

HARBOUR Dues.—2d. per register ton.

Each tide's work within the harbour, 3s. 6d.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, 13 feet; neap tides, 8 feet.

Vessels in the bay, by showing a light, will be answered with a red light from the harbour; and if the vessel cannot take the harbour by that light, the master to shew two lights, one above the other, and on that being done, the pilots will come on board; but if these lights are not shewn, it is supposed the master is acquainted with the harbour, and can take it with the red light being kept up at the entrance. Strangers have nothing to fear, as the bay is clear of rocks and banks—nothing to hurt vessels if kept a cable's length from the shore. It is to be observed that, after the red light is shown, it is taken down and not again exhibited till the vessel has sufficient water to take the harbour.

#### PORTSMOUTH.

PILOTAGE.—From sea to Spithead, Mother Bank, Stakes Bay, &c. within the Isle of Wight, vessels drawing under 17 feet water, 5d. per foot; vessels drawing above 17 feet water, 6d. per foot; vessels drawing above 20 feet water, 7d. per foot. To Portsmouth Harbour or Southampton Water, 2d. to 3d. per foot extra. To Chichester and Langston Harbours, vessels, of whatever draught of water, pay 3d. per foot.

Tug Boars.—One belonging to Government. Ryde and Southampton steamers

employed occasionally for that purpose. Charge as may be agreed on.

HARBOUR DUES,

Payable in respect of all ships or other vessels, arriving and casting anchor, or making fast in the harbour of Portsmouth; for each and every time such ship or other vessel shall enter or come into the said harbour.

Vesse	els under	30	tons,		l s	0d.	200 and under 300 tons,		58.	0d.
30 a	nd under	60	,,					•••		
60	,,	150	,,	•••	3	0	400 and upwards,	•••	10	0
150	,,	200	,,	•••	4	0	400 and upwards, Steam boats charged only	y once	a-da	ay.

Exemptions.-Pilot boats, fishing vessels, boats not decked, and ships and vessels arriving in distress.

#### TONNAGE DUES,

Payable in respect of all ships, boats, or other vessels loading or unloading upon or from the wharfs and quays, and other works, or in the Camber, within a line drawn from the north-east angle of Lindegren's Store, to the south-west angle of the new Gun-wharf.

To or from Rye or Salcombe, or any port or place between them

including the Isle of Wight,	08	. 2d.	per ton.
To or from any other port or place in Great Britain or Ireland,			•
coastwise,	0	3	,,
To or from foreign parts,	0	4	,,

Exemptions.—Persons on duty and actually employed in her Majesty's service, in respect of any of her Majesty's ships, vessels, or boats, or of any ship, vessel, or boat whatsoever in the service or employ of her Majesty's Customs, or Excise, or Board of Ordnance; nor of any vessel which may be seized by the officers of her Majesty's Revenues; nor in respect of any goods or merchandize, the pro-

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perty of the Crown, or under seizure; nor of any articles shipped or landed for the public service; nor of any ship, transport, or packet employed in her Majesty's service in carrying the mails of letters or express, or in the conveyance by any of her Majesty's ships, vessels, or boats, of any officers or soldiers, or any horses, arms, ammunition, or baggage belonging to them, or any of them; nor in respect of any goods, wares, merchandize, horses, beasts, cattle, carriages, or other articles, going or passing upon the Floating Bridge.

BALLAST VERY MODERATE.

DEPTH OF WATER .-- Spring tides, 27 feet; neap tides, 20 feet.

There is an excellent floating bridge between Portsmouth and Gosport.

#### POULTON—(See Appendix.)

#### PRESTON, A SUB-PORT TO FLEETWOOD.

#### RIVER RIBBLE DUES.

For every British vessel, being laden in whole or in part, navigating the said river, and being of the burthen of 10 tons or upwards, for every time of passing, so laden in whole or in part, an imaginary straight line called "The Ribble Sea Line," the sum of 4d. for each and every ton of the burthen of such vessel.

For every time of passing so laden in whole or in part, an imaginary straight line called "The Ribble Middle Line," the sum of 4d. for each and every ton of the burthen of such vessel.

And for every time of passing so laden in whole or in part, an imaginary straight line called "The Ribble Harbour Line," the sum of 4d. for each and every ton of the burthen of such vessel.

And for every foreign vessel so laden in whole or in part, for every time of passing the said line called "The Ribble Sea Line," the sum of 6d. for every ton of the burden of such vessel.

For every time of passing, so laden in whole or in part, the said line called "The Ribble Middle Line," the sum of 6d. for each and every ton of the burthen of such vessel.

And for ever time of passing, so laden as aforesaid, the said line called "The Ribble Harbour Line," the sum of 6d. for each and every ton of the burthen of such vessel.

And for every vessel, laden in whole or in part, of the burthen of 10 tons or upwards, which shall navigate the said river for the conveyance of goods and passengers, along or across the same, and shall not pass any of the said imaginary lines (except the same be used only for the loading or unloading of any vessel which shall have paid or shall pay, in respect of passing with such loading, the above-mentioned rates, or some of them), the sum of 4d. for each and every ton of the burthen of such vessel so navigating and not passing any of the said lines, shall make, the going and returning thereof respectively, laden in whole or in part, being reckoned separate trips.

And for all vessels of a less burthen than 10 tons, and all vessels employed wholly in the fishing trade, using the same navigation, the sum of 2s. 6d. per ton for a whole year, such year to commence on the first day of January, and end on the thirty-first day of December in each year, to be paid on the first trip or voyage which any such vessels shall make.

STEAM TUG BOAT LILLY.—Rates for towing from Lytham to Preston, 4d. per

ton register. Jonah Ashburn, master.

PILOTAGE.—No pilots into the harbour as far as Lytham; but fishing boats are generally outside the banks of the Ribble, and they then act as pilots when wanted. Charge, 10s. to £1 1s., according to size of vessel.

HARBOUR DUES.—There is a wet dock at Lytham. Dock dues for the same, 2d. per register ton. There is also a dry dock for repairs. There is a wet dock at Preston Quay, for which there is no charge on vessels.

Ballast; but when ballast is required,

3d. per ton.

DEPTH OF WATER TO LYTHAM .- Spring tides, 25 to 30 feet; neap tides, 14

to 16 feet.

The navigation from Lytham to Preston is much improved of late, and is likely to be much more so under the superintendence of Messrs. Stephenson & Son of Edinburgh. Vessels at this time drawing 10 feet water are able to reach Preston Quay at spring tides.

Jonah Ashburn, harbour-master.

#### PWLLHELI, A CREEK IN THE PORT OF BEAUMARIS.

PILOTAGE.—From 10s. to £1, according to the size of the vessel. Small

vessels do not generally take pilots.

HARBOUR DUES .- On vessels either coastwise or from foreign, three farthings per ton register; vessels loaded with limestone, one halfpenny per ton; vessels wind-bound, one halfpenny per ton. Rings and posts, 1s. for each mast.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, 17 to 18 feet; neap tides, 7 to 9 feet.

#### QUOILE, A SUB-PORT TO STRANGFORD.

PILOTAGE.—Coasting vessels to or from Strangford Bar, from 5s. to 7s.: vessels from foreign, £1.

HARBOUR DUES .-- Vessels loading or discharging cargoes, plankage, 2s. 6d.

each; vessels discharging coal, 4d. for each ton discharged.

BALLAST.—Sand, &c. 9d. per ton; stones, from 10d. to 1s. per ton.

For discharging coal, 1d. per ton; filling, 11d. per ton; hoisting, 1d. per ton.

Wages for discharging other vessels, 2s. 6d. a-day per man.

Depth of Water.—Spring tides, 9 feet. Vessels of a larger draught of water discharge at Hare Island, two miles below Quoile.

#### RAMSAY, A CREEK IN THE PORT OF DOUGLAS, ISLE OF MAN.

PILOTAGE. Vessels under 40 tons,.....£0 5 0 60 and under 100,.....£0 13 0 40 and under 60 ,, ... 0 7 0 100 tons and upwards,...... 1 0 0 Foreign vessels double the above rates.

The above rates are in full of all charges, including a boat with four men. No vessel is compelled to take a pilot; but when employed, the above rates are paid.

HARBOUR Dues.-Vessels in ballast, 2d. per ton; with cargo (not discharging). 3d.; discharging cargo, 4d. Harbour-master's fee, 1s. per mast.

BALLAST.—Gravel or shilly ballast, carted to vessel, 5d. per ton.

DEPTH OF WATER.—Spring tides, 15 to 21 feet; neap tides, 10 to 14 feet. A red flag in the day-time, and a light during the night, are hoisted at the point of the south pier, when there is a sufficiency of water to enter. The light is taken down immediately after high water, but the flag is allowed to remain hoisted as long after high water as the harbour-master may deem expedient.

A sum of £5000 has been granted by Government, to be expended in lengthening the North Pier-the work to commence this present year, 1842; and, when completed, an increase of from two to three feet is expected to be obtained in the

depth of water.

#### RAMSGATE.

PILOTAGE.—Vessels, in and out of the harbour, 5s. per foot.

Each vessel of 50 tons, and under 200 tons, ....... £2 2 0

HARBOUR DUES.—Vessels under 300 tons, 2d. per register ton; 300 tons and upwards, one halfpenny per ton. These dues to be paid each time of entering or passing the harbour, except in the coasting and fishing trade, when they are payable only once a-year. Vessels loaded with coal pay 1d. per chalder, and vessels loaded with stone, 1d. per ton, each time such vessels pass the harbour.

The following rates are paid by the owner, master, or other person having the charge or command of each ship or vessel, lighter, or barge, for the use of the dry dock, slipway, warehouses, wharfs, and works:—

FOR THE USE OF THE DRY DOCK. Entrance.

succeeding day.

... £0 10

,, 100 ,, ,, 350 ,, 3 3 0	0	15	0
,, 350 tons and upwards, 4 4 0	1	1	0
FOR THE USE OF THE SLIP.			
Each vessel under 60 tons, without cargo or ballast, 1 11 6	0	7	6
under 60 tons, with cargo or ballast,	Ť	•	•
Each vessel of 60 tons, und under 200 tons, without \ 2 2 0	0	10	0
cargo or ballast,		-	_
Each vessel of 60 tons, and under 200 tons, with cargo			
or ballast			_
Each vessel of 200 tons, and under 350 tons, without 3 3 0	U	15	U
cargo or ballast.			
Each vessel of 200 tons, and under 350 tons, with cargo			
or ballast,	1	1	•
Each vessel of 350 tons and upwards, without cargo or { * * * * * * * * * * * * * * * * * *		•	U
ballast,			
Each vessel of 350 tons and upwards, with cargo or 6 6 0	1	11	e
Vallast,, j			
Each steam vessel with engine on board to be considered as a vessel w	rith	car	go,
and to be charged accordingly.			
Each vessel using the gridiron to be charged only one-half of the above	ra	tes.	
FOR THE USE OF THE WAREHOUSES, WHARFS, WORKS, &c.			
For each large warehouse, per week,	£ı	1	0
For each small warehouse, ,	0	10	6
For the use of the crane in taking out or putting in a mast to any ship	or '	vess	el,
Under 50 tons,	£0	5	Ó
50 tons and under 100 tons,	0	7	6
100 ,, , 200 ,,	0	12	0
200 tons and upwards,	1	0	0
For the use of the crane in shipping or landing an anchor, per cwt	0	0	3
" " " " a four-wheeled carriage,	0	4	0
For the use of the crane for all other purposes, per heave,	-	2	0
	0	0	4
For the use of the pier hawsers, each vessel per mast, each tide,	0	10	0
For landing and housing gunpowder in the magazine for the first month,			
or any shorter period, per barrel,	0	0	6
For every subsequent month, or any intermediate period, after the	^	_	_
first month,	0	0	3
Ballast for the taking.			

DEPTH OF WATER.—It being important that ships should not run for Ramsgate harbour when it is low water, they must observe the following rules:—A red flag will be hoisted upon the cliff, near Jacob's Ladder, in the day-time, when there is a depth of 10 feet water between the pier heads; and in the night, a light in

the lighthouse upon the West Pier will be lighted, when there is the same depth of water; and they will be respectively continued until the water falls to 10 feet. At about one hour after the 10-feet signal is made, there will be 16 feet of water, with spring tides, between the pier heads; two hours after, or at high water, about 20 feet. With neap tides, one hour after the 10-feet signal is made, there will be 12 feet; two hours after, or at high water, 15 feet. In approaching the harbour, if the tide sets to the eastward, keep a good sail on the ship, and steer close to the West Pier Head (you cannot be too close), and if you cannot conveniently make fast to one of the buoys within the harbour, throw all your sails aback, and let go your anchor; or, if you have no anchors, run on the East Bank, directly towards the Pier House; you will then be under the directions of the harbour master, who will direct you into a proper berth.—The best time to enter Ramsgate harbour (if the vessel does not draw more than 10 feet water) is two hours before high water, or when the tide begins to set to the N. E. without the pier heads.

#### RAVINGLASS, A CREEK IN THE PORT OF WHITEHAVEN.

Vessels discharge here on the beach, and a charge of 4d. each vessel is made by the Lord of the Manor as anchorage.

PILOTAGE as may be agreed on.

Ballast—From 4d. to 6d. per ton.

DEPTH OF WATER.—Spring tides, from 15 to 20 feet; neap tides, from 10 to 12 feet.

#### RENFREW, A CREEK IN THE PORT OF GLASGOW.

PILOTAGE the same as at Glasgow.

HARBOUR Dues.—No charge on vessels.

BALLAST FOR THE TAKING.

Depth of Water.—At Spring Tides, 14 feet; at neap tides, 12 feet.

#### RHUDDLAW, A CREEK IN THE PORT OF CHESTER.

PILOTAGE.

There are no fixed rates, but the following are the charges usually agreed upon:—

					To Rhuddian					
$\mathbf{V}$ ess	els from	40 to	50	tons per register	r, 5s.	0d.	•••	88.	0d.	
,,		50 to			7	0	•••	10	0	
,,		70 to	100	,,	10	0	•••	12	6	
	TT1	· C	<b>C11</b> .				1 107			

Haulers from Glot to Rhuddlaw, or vice versa, 1s. 10d. each.

HARBOUR DUES.—No charge. BALLAST FOR THE TAKING.

Depth of Water.—On the bar, 21 feet; at Foryd, 16 feet; at Rhuddlaw Bridge, 9½ feet.

### RHYDPONT BRIDGE, A CREEK IN THE PORT OF BEAUMARIS.

Vessels for this place discharge and load at a creek named Valley, about one mile below the town.

There are no charges at this creek; but vessels in general call at Holyhead, and consequently are liable for the charges at that port.

BALLAST FOR THE TAKING.

DEPTH OF WATER .- Spring tides, 15 feet.

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# ROBIN HOOD'S BAY OR TOWN, A CREEK IN THE PORT OF WHITBY.

There are no charges of any description at this creek.

#### ROCHESTER.

Towing Boats or Steamers.—No fixed charge, but subject to special agreement when required.

PILOTAGE—2s. 6d. per foot. This can only be demanded from vessels going out or returning from foreign voyages. Coasting vessels pay nothing, unless the captain is a stranger, and requires assistance. In such cases the amount is as may be agreed on.

HARBOUR DUES.—Anchorage, 2s. 6d. each vessel; postage, 2s. each vessel. BALLAST.—Chalk flints, 4s. 6d. and 5s. 6d. per ton; gravel, 1s. 6d. per ton; loam or sand, 1s. per ton; chalk, 1s. 9d, per ton; chalk rubbish, 9d. per ton.

DEPTH OF WATER.—High water, spring tides, 32 feet; low water, spring tides, 18 feet. High water, neap tides, 27 feet; low water, neap tides, 21 feet. First-rate ships of war constantly navigate the river.

ROCHFORD—(See Appendix.)
ROSS—(See Appendix.)

#### ROTHESAY, A CREEK IN THE PORT OF GREENOCK.

The Bay of Rothesay is one of the safest anchorage grounds in Scotland. Occasionally there are from twenty to fifty vessels outward bound from Glasgow and Greenock, meeting with strong adverse winds, lying at anchor in this bay, and riding with safety in the strongest gales. The bay is free from banks and rocks. and no pilots are required to give directions. There is sufficient depth of water for the largest class of ships at little more than a cable's length from the shore, There is only one buoy seen at the entrance to the bay on the south side, which requires to be attended to. The inner harbour is equally safe to any dock. The depth of water, at ordinary tides, is from 12 to 15 feet.

HARBOUR DUES.—On all vessels coming to the quays, 2d. per ton. BALLAST.—Sand or gravel, varying from 4d. to 6d. per ton.

#### RUNCORN, A CREEK IN THE PORT OF LIVERPOOL.

PILOTAGE.—Vessels bound to this port pay the Liverpool rates of pilotage, and are towed from that port to the harbour where coasting vessels discharge, by tug boats, free of expense. Application to be made at the respective Dock Companies' Offices at Liverpool (unless they have a tug boat or a man from one of them), viz., for the Old Quay Dock, to William Guyton, agent, Old Quay Dock Yard, south end of George's Dock, Liverpool; and for the Duke of Bridgewater Dock, to James Pendlebury, agent, Duke of Bridgewater Dock Yard, south end of Salthouse Dock, Liverpool. The navigation is critical about 15 miles from this place, as there are many banks to contend with.

Old Quay Steam Tugs.—Arrival, Hercules, Pilot, and Tower.

Duke of Bridgewater Steam Tugs.—Alice, Ann, Egerton, and Bridgewater.

HARBOUR DUBS, BUOYS, AND LIGHTS .- All vessels trading coastwise, reported and discharged at Runcorn, per register ton :-

From east coast of England, .....0s. 13d. | From west coast of Scotland, 0s. 11d. south-east coast of England, 0 13 Ireland, 0 east ,, west west ,, Scotland, 0 east

Anchorage.—Coasters, 1s. each vessel.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—At the entrance to Duke of Bridgewater Dock, spring tides, 16½ feet; neap tides, 8 feet. At the entrance to Old Quay Dock, spring tides, 17 feet; neap tides, 51 feet. Vessels are admitted into the docks free of charge, and are generally admitted immediately on their arrival.

Richard Eccleston, dock-master of the Duke of Bridgewater Dock.

John Ward, dock-master of the Old Quay Dock.

#### RYE.

PILOTAGE.—Vessels under 8 feet, 2s. 6d.; 8 and under 10 feet, 3s.; above

The pilots and tidesmen or hobblers are always on the outlook at the harbour mouth. Their charge from sea to the harbour is 3s. per foot, and 2s. 6d. for each tide they may be employed after; but should the vessel be load with coal, and they be employed to discharge her, then the charge for assistance is only 1s. 6d. per foot.

It is required that vessels in the night time lie off abreast of the harbour, and not too far to the westward, as the Martellow Tower is an obstruction, and may prevent the pilots on the outlook from seeing her lights. It is necessary to show

a good light by night, and the usual signal by day.

When the wind is from the northward, or not a leading wind in, and tides low, that vessels cannot turn over the Flats, assistance is necessary for warping. Vessels belonging to Rye frequently employ four or five tidesmen or hobblers, having to warp at times nearly a mile.

The pilots and tidesmen or hobblers at this place are a very useful and obliging class of men.

#### HARBOUR DUES.

#### Extracts from the last Act for the Improvement of the Harbour.

For every ship, boat, barge, or other vessel, belonging to any port or ports whatever, and not especially exempted by this act, laden with any cargo (except chalk), the sum of 1s. per ton, and if laden with chalk, the sum of 3d. per load.

Vessels of all descriptions coming into the harbour from stress of weather, or for orders, or for any other cause, and shall not unload any part of the cargo, are not liable to the dues; but if any vessel has occasion to unload to undergo repairs, or for any other purpose, then they are liable; but if the cargo is taken in again, then the dues are to be returned without fee or deduction, provided the whole cargo is reshiped, but if any portion of the cargo is not reshiped, then that portion is chargeable with the dues according to the quantity.

And be it further enacted, that the master or agent of any ship, boat, barge, or other vessel, who shall have paid the said rates, dues, or duties to the collector or collectors, is hereby authorised to take and detain the commodities which shall be brought or shipped on board any ship, boat, barge, or other vessel, until he shall have been repaid by the owner or owners of such goods or commodities, all such sum or sums of money so paid; and if such sum or sums of money shall not be paid within five days after the same shall have been demanded, such master is hereby empowered to sell the same, and after deducting all charges and expenses thereon, to pay the surplus to the owner or owners of such goods

and commodities; and the receipt of the collector of such rates, dues, and duties, for the time being, shall be evidence of the payment, and received as such in any court of law or equity; provided always, that nothing herein contained shall effect, or be construed to effect, any agreement in writing which may have been made between the master or agent and owner or owners, of any such goods or commodities, respecting the payment of any rates, dues, or duties.

By this clause, it will be observed that the dues are chargeable to the master, but recoverable from the shipper or consignee, except where bills of lading or charter-parties are signed for the master to pay dues. There is no charge on the

ship whatever either for lights, flags, buoys, or dues.

Ballast.—There is sand for the taking, but shingle or gravel brought alongside the vessels by barges, 1s. per ton, the ship's crew casting it, and it is usual to employ the bargemen to assist; payment as may be agreed on. Barges to lighten vessels, £1 ls., or 1s. per ton.

DEPTH OF WATER.—Spring tides, from 16 to 18 feet; neap tides, from 9 to 12 feet. Henry Stocks, harbour master.

#### RYDE, A CREEK IN THE PORT OF COWES, ISLE OF WIGHT.

Vessels of 150 tons can discharge cargoes on Ryde Sands, east or west of the pier, which extends 2226 feet from the quay. There are 11 feet water on the sands at spring tides. Vessels of larger tonnage can lie off the end of the pier, where they are lightened. Ballast, 6d. per ton. Water, 3s. 6d. each vessel. No harbour dues. The Mother Bank joins Ryde Pier.

On the east of Ryde a creek runs into the harbour, called St. Helen's, where vessels of 300 tons can deliver their cargoes. Trinity pilots are used for St. Helen's, and are paid at the rate of 2s. per foot draught of water. The water over the bar at spring tides is nearly 13 feet, never less than 12. Ballast free.

Water free. Boomage, 1s. per mast.

On the west is a small creek, called Fishbourne, where several frigates have been built and launched, and many ships are repaired. The yard is the property of James List, the builder. High water at spring tides, 11½ feet. Boomage, 2s. in and out. Ballast and water free. The pilots are generally fishermen belonging to this creek. Pilotage as may be agreed apon—charge very low. The same rule applies to Ryde.

#### ST. ANDREWS, A CREEK IN THE PORT OF KIRKALDY.

PILOTAGE—As may be agreed on—say, on an average, 9d. per foot in, and . the same out.

PIER LIGHT.—One farthing per register ton.

HARBOUR DUES.—Vessels belonging to freemen of the borough,  $1\frac{1}{2}d$ . per ton; unfreemen,  $1\frac{3}{2}d$ .; plankage (if required), loading and unloading, 2s.

Ballast-2d. per ton.

DEPTH OF WATER.—Spring tides, from 11 to 14 feet; neap tides, from 7 to 8 feet.

#### ST. CLAIR, A CREEK IN THE PORT OF LLANELLY.

PILOTAGE—As per agreement, varying from 5s. to 10s. up, and the same down, according to the size of the vessel. Hobblers are generally employed to haul vessels up and down the river; their charge is 2s. 6d. each man, if they take the vessel from Sea Reach to the Quay, or vice versa, in one tide. If longer detained, 1s. each tide.

HARBOUR DUES—2s. 6d. per vessel. DEPTH OF WATER—From 8 to 11 feet.

#### ST. GERMAINS, A CREEK IN THE PORT OF PLYMOUTH.

PILOTAGE—As may be agreed on; very moderate.

HARBOUR DUES.—The quay, which is the private property of the Earl of St. Germains, is newly erected, and there is no charge on vessels using it.

Ballast, from 1d. to 3d. per ton.

DEPTH OF WATER.—Spring tides, from 12 to 13 feet; neap tides, nearly dry alongside the quay. At Sandy Hole, a place two miles below this creek, where vessels occasionally discharge, there is, at spring tides, 16 feet: and at neap tides, 8 feet.

#### ST. IVES.

PILOTAGE—As may be agreed on, say from 10s. upwards, according to the size of the vessel.

There is a light hoisted at the pier head during eight months in the year (commencing on the 1st September), when there are 10 feet water in the harbour.

When less than 10 feet, it is not hoisted.

There are no port charges here, the debt being all paid, and a sum in reserve to keep the harbour in repair. There is a bushel of grain and a bushel of coals for each vessel discharging these cargoes, to the lord of the manor; this is allowed him for the site of the harbour. Vessels discharging or taking in ballast, 1s. for plankage.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, from 18 to 23 feet; neap tides, from 13 to 14 feet.

# ST. MAWES—(See Appendix.) SALCOMBE—(See Appendix.)

#### SALTCOATS, A CREEK IN THE PORT OF IRVINE.

PILOTAGE—As may be agreed on; average, about 11d. per register ton.

PIER LIGHT-One farthing per ton.

HARBOUR Dues— $1\frac{1}{2}d$ . per register ton. Vessels coal laden, 1d. per ton additional for anchorage and plankage.

Ballast-6d. per ton.

DEPTH OF WATER.—Spring tides, 13 feet; neap tides, 101 feet.

#### SALTFLEET—(See Appendix.)

#### SANDEND, A CREEK IN THE PORT OF WHITBY.

There are no port charges of any description at this creek. Vessels discharge on the beach. The only trade at this place is the importation of coal for, and the exportation of alum from, the works of the Marquis of Normanby.

#### SANDGATE, A CREEK IN THE PORT OF DOVER.

Vessels discharge and ballast on the beach. There are no charges at this place.

#### SANDWICH, A CREEK IN THE PORT OF RAMSGATE.

PILOTAGE.—5s. per foot in and out. HARBOUR DUES.—Vessels not belonging to the place, 1s. per mast. Depth of Water.—Spring tides, from 14 to 16 feet.

#### SANDY ISLAND—(See Appendix.)

#### SAUNDERSFOOT, A CREEK IN THE PORT OF MILFORD.

PILOTAGE.—As may be agreed on; say, for vessels 100 tons register, about £1, and vessels 300 tons, about £2. Pilots are only required by strangers. In entering the harbour from the Bristol Channel, there being neither bar nor sand banks, vessels can enter in all kinds of weather. There is a day signal and pier light, but no charge is made for either.

HARBOUR DUES.—For every ship or vessel which enters the harbour, the sum of 2d. per register ton is paid by the master thereof on entering the harbour; and if the same shall continue in the harbour beyond the space of twenty-one days, an additional sum of 1d. per ton register, for every week beyond the first twenty-one days, is paid by the master before leaving the harbour.

Ballast.—To be discharged by the men appointed by the Company's clerk, who shall be paid 1d. per ton for wheeling, and for each man employed on board as may be agreed for.

DEPTH OF WATER.—Spring tides, 19 feet; neap tides, 9 feet.

#### SCARBOROUGH—(See Appendix.)

#### SCILLY.

	P	ILOTA	GE.	
Vece	o [a	from	Foreign	2.

				,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7.0							
Vessels	60	tons	register,	£2	2	0	Vessels	290	tons	register,	£5	14	0
,,	70	,,	"	2	4	6	,,	300	"	,,	5	15	6
,,	80	"	"	2	7	0	,,	310	"	"	5	16	6
,,	90	"	,,	2	9	6	,,	320	"	"	5	17	6
"	100	"	"	2	12	6	"	330	"	"	5	18	6
,,	110	"	"	2	15	10	,,	340	"	"	5	19	6
"	120	"	"	2	19	2	"	350	"	"	6	0	6
"	130	"	"	3	2	6	"	360	"	"	6	1	6
"	140	"	"	3	5	10	"	370	"	"	6	2	0
,,	150	"	"	3	9	2	"	380	"	"	6	3	6
"	160	"	"	3	12	6	"	390	"	"	6	4	6
"	170	"	"	3	15	10	,,	400	"	"	6	6	0
"	180	"	"	3	19	2	"	410	"	"	6	10	0
"	190	"	"	4	2	6	"	420	"	<b>))</b> .	6	14	0
<b>)</b> )	200	"	,,	4	4	0	"	430	"	"	6	18	0
27	210	"	"	4	7	4	"	440	"	"	7	2	0
"	220	"	,,	4	10	8	"	450	"	"	7	6	0
27	230	"	"	4	14	0	"	460	"	"	7	10	0
"	240	"	"	4	17	4	"	470	"	"	7	14	0
"	250	"	"	5	0	8	"	480	"	"	7	18	0
"	260	"	"	5	4	0	,,	490	"	,,	8	2	0
,,	270	"	"	5	7	4	"	<b>50</b> 0	"	"	8	6	0
"	280	,,	**	5	10	8							

				•	Coas	ting	Vessels.						
Vessels	60	tons	register,	£1	1	o	Vessels	190	tons	register,	£2	11	^
"	70	,,	"	1	5	0	,,	200	,,	,,	2	12	6
"	80	"	"	1	10	0	,,	210	,,	"	2	15	10
"	90	,,	,,	1	17	0	,,	220	"	"	2	19	2
,,	100	"	"	2	2	0	,,	230	"	,,	3	2	6
"	110	"	"	2	3	0	"	240	"	"	3	5	10
>>	120	"	"	2	4	0	,,	<b>2</b> 50	"	"	3	9	2
"	130	"	"	2	5	0	,,	260	"	,,	3	12	6
"	140	"	"	2	6	0	,,	270	"	"	3	15	10
"		"	"	_	•	-	"	_	"	,,	3	19	2
"		"	"	_		-	"		"	"	4	2	6
"	_	"	"	_	-	-	,,	300	"	"	4	4	0
"	150 160 170 180	"	"	2 2 2 2	7 8 9	0 0 0	" "	280 290 300	"	"	_	19 2	2 6

And in proportion for a greater tonnage to be settled by the Sub-Commissioners, Thomas L. Hall, J. N. Robilliard, and Hugh Tregarthen.

Vessels not having British registers, on their voyage from a foreign port to a foreign port, are to pay one-fourth more on the rates of pilotage, than stated in the above table, to the Corporation's Collector, at the port of Scilly.

Pilots to report at the Custom-house the arrival of all vessels, foreign or

British, from foreign parts.

HARBOUR Dues.—For anchoring in any of the roadsteads—laden vessels, 2s. 4d. each; and vessels in ballast, 1s. 6d. each; this includes all vessels except Spanish, which pay double. All vessels anchoring inside the arm of the pier. one halfpenny per ton; and vessels discharging at the new quay, 1d. per ton. Ballast—1s. 3d. per ton.

DEPTH OF WATER .- 23 feet, at spring tides, towards the outward arm; and at the inner or old quay, 15 feet.

John James, harbour master.

#### SEAHAM, A CREEK IN THE PORT OF STOCKTON.

PILOTAGE—In and out, from 1st April to 1st October, 1s. 3d. per foot; from 1st October to 31st March, 1s. 6d. per foot.

LIGHT AND HARBOUR DUES .- Vessels of 50 tons and under, 3s. 6d.; above 50 tons, one halfpenny per ton additional.

SHIFTING VESSELS IN THE DOCKS .- Vessels of 8 keels and under, 5s.; above 8 keels, 4d. per keel additional.

Cooking.—Six keels and under, 1s.; above 6 keels, 1s. 6d.

PIER ROPE.—Six keels and under, 9d.; above 6 keels, 1s.

	,						BOA						
7 ]	Keels	and u	nder,	•••	58.	0d.	12 F	Keels,	•••		•••	78.	6d.
8	"	•••	•••	•••	5	6	13	,,	•••	•••	•••	8	0
9	"	•••	•••	•••	6	0	14	"	• • •	•••	•••	8	6
10	"	•••	•••	•••	6	6	15	"	•••	•••	•••	9	0
11	"	•••	•••	• • •	7	0	1						

Masters of vessels are requested to take notice, that the crews of the steam boats are not allowed to make any charge whatever, and any complaint (if such demand should be made) will immediately be attended to.

Weighing anchors in Seaham Roads, £2 10s.

BALLAST TAKEN OUT, 1s. per ton.

DEPTH OF WATER.—Spring tides, 15 to 16 feet; neap tides, 10 to 12 feet.

#### SEATON, A CREEK IN THE PORT OF EXETER.

PILOTAGE—As may be agreed on, say from 15s. to £1.

Vessels discharge here at their anchors in about three fathoms at low water, and have a hawser ashore from the stern. No charge.

Ballast.—Vessels above 40 tons register, 10s.; under 40 tons, 5s.

#### SELBY—(See Appendix.)

#### SHEERNESS, A CREEK IN THE PORT OF ROCHESTER.

#### PILOTAGE.

#### From Gravesend Reach to Sheerness, and vice versa.

					£	s.	D.						£	s.	D.
Vessels	drawin	g 7	feet	water,	2	15	3	Vessels	drawin	g14:	feet	water,	5	1	6
,,	,,	8	,,	,,	2	19	0	,,	,,	15	,,	,,	5	10	6
,,	,,	9	,,	,,	3	1	9	,,	,,	16	,.	,,	5	19	6
"	,,	10	,,,	"	3	4	6	,,	"	17	,,	"	6	8	9
,,	"	11	,,	,,	3	13	6	,,	,,	18	,,	,,	6	18	0
,,	"	12	,,	,,	4	2	9	,,	,,	19	"	,,	7	7	3
,,	"	13	,,	"	4	12	0	,,	,,	20	,,	"	7	16	0

Foreign vessels, not previleged, to pay one-fourth more than the above.

HARBOUR DUES.—Vessels breaking ground (except cinque port vessels, and vessels hailing from the port of Rochester) pay 2s. whether loaded, in ballast, or wind-bound. All vessels discharging cargoes at the pier, 2½ per cent. on freight.

Towing Steam Tugs—As may be agreed on; but on all occasions very moderate between Sheerness and Rochester, and are at all times to be obtained.

PIER LIGHTS AND FLAGS.—There are pier lights and flags for the guidance of vessels making the pier, gratis.

BALLAST.—Chalk, 2s. 6d.; chalk rubbish, 2s.; shingle ballast, 2s.; and

loam, 1s. 10d. per ton alongside.

DEPTH OF WATER.—Varying from 3 to 18 fathoms; general depth throughout the harbour, 10 fathoms; inshore, and upon Lapwell, 3 fathoms; rise of water from 23 to 27 feet.

William Eagcombe, Vice-Consul for Foreign Powers, and general Shipping Agent.

# SHIELDS, NORTH AND SOUTH, SUB-PORTS TO NEWCASTLE-ON-TYNE.

PILOTAGE—From sea to Shields, from October to April, 1s. 6d. per foot; from April to October, 1s. 3d. per foot.

Towing Boats (steamers) as may be agreed on.

				LAKBU	UK.	DUES.							
				Ha	rbou	r Lights.	В	uoys.	Bec	cons.	$T_{\epsilon}$	otul.	
	Vessels not	exceeding	50	tons,	08.	11d.	08	. 4d.	0s.	2d.	ls	. 5d.	
Above	e 50 and not	exceeding	100	,,	0	11	0	9	0	2	1	10	
,,	100	,,	200	,,	1	1	0	11	0	2	2	2	
,,	200	"	300	,,	1	3	1	1	0	3	2	7	
,,,	300 tons,	···		•••••	1	5	1	3	0	3	2	11	

Tynemouth Lights, 1s. each vessel, old duty, and one-eighth of a penny per register ton, new duty.

Vessels wind-bound from Blyth, Hartly, Seaham, or Sunderland, pay only

buoys and beaconage.

Mooring post, head-rope, 6d.; stern-rope, 1s. In certain parts of the harbour a trifle more is charged.

Ballast.—Sand, if good and fit for builders or manufactories, 1d. per ton; rough ballast, from 6d. to 1s. per ton.

DEPTH OF WATER ON THE BAR.—Spring tides, from 22 to 23 feet a neap tides, from 15 to 18 feet.

#### SHOREHAM.

PILOTAGE.—Vessels drawing under 8 feet water, 1s. 9d. per foot; 8 and under 10 feet, 2s. 3d. per foot; 10 feet and upwards, 3s. per foot.

The life boat is manned by the pilots. Rates not fixed, but according to the

importance of the service rendered.

Towage.-Tug steam boat Princess Royal, William Austen commander, 39 tons (excluding engine room), propelled by Archimedian screw, £1 per vessel. When steam is got up for one vessel, £1 10s.

HARBOUR DUES .- On vessels loading or unloading :-

Vessels under 100 tons, 3d. p. ton regist. Vessels under 200 tons, 5d. p. ton regist. 150 ,, 4 200 ,, 5 100 and ,, 200 and upwards, ..... 6 ,, ,, ,, 150 "

If vessels enter the harbour, but neither load or unload:-

Vessels under 100 tons, 2d. p. ton regist. | Vessels under 200 tons, 4d. p. ton regist. 100 and ,, 200 and " 250 " 5 150 ,, 3 ,, 250 and upwards, ..... 6 150 " 200 ,, 4

Foreign unprivileged vessels pay 1s. 3d. additional tonnage rates, and 1s. 2d. additional on goods. Harbour dues on cargo by the merchant, except when otherwise agreed on. Masters of ships required to pay such dues, and recover the amount from the merchant.

PIER LIGHT.—Vessels drawing 12 feet water, 4d. per foot; for every foot of water above 12 feet, 6d. per foot. Foreign unprivileged vessels pay one-third additional.

Ballast.—If taken up by the crew of the vessel, 2d. per ton; if by resident lightermen, 1s. 2d. per ton. The harbour master decides the spot from whence the ballast is taken.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 10 feet.

A red flag is hoisted when there are 11 feet water between the piers, and the flag is hoisted half mast at high water. At night, a light is shewn at a proper time to come for the harbour.

Thomas Thornton, harbour master and engineer.

BRIGHTON.-The only charges that can be legally demanded here are the harbour dues on vessels and their cargoes, loading or unloading, which is the same as at Shoreham. The pier light, ballast prices, and pilotage belong exclusively to the port of Shoreham.

#### SKEPOOL—(See Appendix.) SKIBBEREEN—(See Appendix.)

#### SLIGO.

		PILOTA	GE.	From 1st A Sept	pril to 30th Per foot.	From Ma	1st Oc rch—P	t, to 3le er foot.
Inwards-From	Wheaton Rock to	Oyster	Island,	14	. 6d.	•••	28.	0 <b>d.</b>
,,	Roghley Point	,, ,	,	1	2	•••	1	6
"	Outside the Bar	"	, .	0	10	•••	1	0
"	Sligo side the Bar	,	, .	O	4	•••	0	6
"	Oyster Island to	Quay,		1	0	•••	1	0
"	" " to F	ool,		. 0	6	•••	0	6
Outwards-From	n any place to sea,		•••	2	0		2	6
Vessels put in	to Sligo wind-bou	nd. to r	oav half	pilotage	once o	nlv.		

Sea pilots come off from Roghley Point, and should board at Wheaton Rock. Harbour pilots board at Oyster Island.

HARBOUR DUES.—Vessels from any port in Ireland, 3d. per ton, Irish money; from any other port, 6d. per ton, if loading or unloading within the harbour.

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Each tide's work, per man, 2s.; porter's wages, per day, 2s.; Plankage, for each vessel, 2s., payable to private persons.

Ballast.—Discharged at Ballast Wharf, 4d. per ton; taken at the Quay, 1s. per ton; taken at the Quay for stone, 1s. 6d. per ton; taken at the Pool, 1s. 6d. per ton; taken at the Pool for stone, 2s. per ton.

DEPTH OF WATER.—Over the Flats, at high spring tides, 13 feet; low spring

tides, 10 feet.

Redmond Bruen, master pilot; James Davis, harbour master.

#### SOLVA, A CREEK IN THE PORT OF MILFORD.

PILOTAGE—As may be agreed on.

HARBOUR DUES.—A small allowance is generally given by strangers at this harbour, for the use of the chains, rings, &c. which were laid down by the ship-owners, but no regular charge is made.

BALLAST.—At the quay, 6d. per ton; brought to a vessel at anchor, 1s. per ton.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 6 feet.

#### SOUTHAMPTON—(See Appendix.)

#### SOUTHWOLD.

#### PILOTAGE.

If the master, owner, or other commander of any vessel, inward or outward bound, shall refuse to take on board and employ a pilot, who shall offer his services (except such vessel shall be under the burden of 40 tons register), such master, owner, or commander shall pay, or cause to be paid, to the pilot who first, or who only shall offer his services (and shall be so refused), double pilotage, according to the different rates and prices under directed to be paid, as if the said pilot had been received and employed in conducting or piloting such vessel into or out of the said harbour.

The following rates shall be paid to pilots for conducting vessels into or out of the harbour, viz.:—

For every British or foreign vessel, loaded or unloaded, drawing 8 feet and upwards, 3s. per foot.

For every British or foreign vessel, under 8 feet, 2s. 6d. per foot actual draught

of water, either in or out,

If any vessel is detained on the bar of the harbour more than one tide, no further rate for pilotage or salvage shall be paid, nor shall any charge be made for an intermediate half foot; but if the draught of water shall exceed the half

foot, then payment shall be made for an extra foot.

The harbour pilot who first reaches (in a Southwold boat) the line of limit to the north of Covehithe Church Steeple and Chancel in one, bearing W. N. W., and to the south of Dunwich Old Church Steeple and Chancel in one, bearing W.N. W., in order to attend any vessel inward bound, or shall first get alongside of her, if within the said limits, shall be entitled to the pilotage of such vessel, both in and out; but no pilot is to go on board any vessel from a fishing boat, nor is a second pilot from the same boat to take charge of a second vessel at the limits while another boat and pilot is waiting there for that purpose; and if any pilot shall go alongside of any vessel, while beyond the limits, or otherwise than as before specified, the master of such vessel may refuse to take him on board, and the license or warrant of the pilot so acting shall be revoked at the next meeting of the commissioners.

The harbour pilot in charge of any vessel coming into or going out of the harbour, is to attend, direct, and assist such vessel with a boat and four men besides himself, until the vessel shall have passed the bar and be placed in safety. HARBOUR DUES.—No charge on vessels with cargoes, the charge being made on the goods either loading or unloading. Vessels wind-bound, 2d. per register ton.

Ballast-9d. per ton.

DEPTH OF WATER ON THE BAR—Variable, according to circumstances and the influences of wind, tide, or weather; but, under ordinary circumstances and moderate weather, there are usually about 9 feet.

#### SPALDING, A CREEK IN THE PORT OF BOSTON.

PILOTAGE.—From Clay Hole to Fosdyke Bridge, 2s. per foot; from Fosdyke Bridge to Spalding High Bridge, or any intermediate place, 1s. per foot. Foreign vessels double these rates. Signal for pilot when in Clay Hole:—Hoist a burgee at the fore-topmast head, to distinguish between the Boston and Spalding pilots. The Spalding pilots on the Spalding pilots of the Spalding Set Way, about two miles above Clay Hole, and when there are any pilots on board, there is a flag flying at tide time. There is a chequered buoy placed in the entrance of the Set Way as a fairway buoy.

A vessel arriving in Clay Hole, requiring a tug steam boat for Fosdyke Bridge, must hoist a weft either at the gaff or main-topmast-head. Rate of towage, 4s. 6d. per foot. Tide's work for every description of vessel, 3s. 6d.

Rate of horse hauling from Fosdyke Bridge to Spalding High Bridge:—Vessels under 50 tons register, £1 up and down; 50 and under 80 tons, £1 5s. up and down.

HARBOUR Dues.—9d. per ton. Ballast—As may be agreed on.

DEPTH OF WATER.—Spring tides at Fosdyke, 14 feet; spring tides at Spalding town, 8 feet.

John Moats, wharfinger.

This place, a few years ago, was only navigable by small craft. The Welland Commissioners have expended a large sum of money in contracting the different channels into one by a breast work, and vessels of 500 tons burthen may now safely get to Fosdyke Bridge.

#### STIRLING, A CREEK IN THE PORT OF GRANGEMOUTH.

PILOTAGE---As may be agreed on. Strangers commonly take a branch pilot from Leith to Alloa, where they may easily obtain a pilot for this place. Steamers can be had at Leith to tow vessels up at a charge of from £4 to £5.

HARBOUR DUES-1s.; anchorage, 6d.; plankage, 6d. for each vessel.

This is a place of considerable trade, having a bonded pond, and sheds for timber. A survey has been made by Mr. Stevenson, and it is in contemplation to lay out £10,000 in improving the navigation of the river and harbour.

BALLAST.—Stones, fit for road metal, 1s. 6d. per ton.

DEPTH OF WATER.—Spring tides, 10 to 11 feet; neap tides, 5 to 7 feet.

#### STOCKTON ON TEES.

PILOTAGE.	Per f	oot.
From the sea, or any intermediate place, to the eighth buoy, being the	•	
first place of anchorage as allowed by Act of Parliament, and vice versa,	1 <i>s</i> .	3d.
From the sea, or any intermediate place, to Cargofleet, and vice versa,	1	9
From Cargofleet, or any intermediate place, to Middlesborough, and		
vice versa,	0	6
From Cargofleet, or any intermediate place, to Stockton, and vice versa,		6
Between the 1st day of Oct. and 1st day of April. 3d. per foot extra.		

124

TOWAGE TO OR FROM STOCKTON.

To Sea.  £ s. d. 1 4 0 1 9 0 1 14 0 2 0 0 2 4 0 2 9 0	£ s. d. 0 10 0 0 12 0 0 13 6 0 15 0 0 17 0	E s d. 0 15 0 0 17 6 1 0 0 1 2 6 1 5 0 1 7 6	Es. d. 1 4 0 1 9 0 1 14 0 1 19 0 2 4 0 2 9 0	To Sea.  £ s. d 1 16 0 2 3 6 2 11 0 2 18 6 3 6 0
1 4 0 1 9 0 1 14 0 2 0 0 2 4 0 2 9 0	0 10 0 0 12 0 0 13 6 0 15 0 0 17 0	0 15 0 0 17 6 1 0 0 1 2 6 1 5 0	1 4 0 1 9 0 1 14 0 1 19 0 2 4 0	1 16 0 2 3 6 2 11 0 2 18 6
1 9 0 1 14 0 2 0 0 2 4 0 2 9 0	0 12 0 0 13 6 0 15 0 0 17 0	0 17 6 1 0 0 1 2 6 1 5 0	1 9 0 1 14 0 1 19 0 2 4 0	2 3 6 2 11 0 2 18 6
1 14 0 2 0 0 2 4 0 2 9 0	0 13 6 0 15 0 0 17 0	1 0 0 1 2 6 1 5 0	1 14 0 1 19 0 2 4 0	2 11 0 2 18 6
2 0 0 2 4 0 2 9 0	0 15 0 0 17 0	1 2 6 1 5 0	1 19 0 2 4 0	2 18 6
2 4 0 2 9 0	0 17 0	1 5 0	2 4 0	
2 9 0		1	1 - 1	13 6 01
	0 18 0	11 / 6	12 9 01	
		1 30 0	1 - 1	3 13 6
2 14 0		1 10 0	2 14 0	4 1 0
3 0 0		1 12 6	2 19 0	4 8 6
3 4 0		1 15 0	1 7 7 1	4 16 0
3 9 0		1	1 - 1	5 3 6
3 14 0		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3 14 0	5 11 0
4 0 0		17 7 7	17 77 11	1
4 6 0			4 4 0	6 6 0
4 12 0 4 18 0		2 10 0	4 14 0	7 1 0
			7	7 8 6
T T		1	1	7 16 0
		1	10 - 0	8 3 6
	, m z l V	1	1	8 11 0
	5 10 (	5 10 0 1 19 0 5 16 0 2 1 0	5 10 0 1 19 0 2 15 0 5 16 0 2 1 0 2 17 6	5 10 0 1 19 0 2 15 0 5 4 0 5 16 0 2 1 0 2 17 6 5 9 0

TOWAGE TO OR FROM MIDDLESBOROUGH.

	LIGHT.								LOADED.										
Note	exceeding	Ca	rgofl	eet.	St	h Bo	юy.	7	ro Se	ea.	Ça	rgofl	eet.	81	h Bu	oy.	1	'o Se	۵.
		£	8,	d.	£	8.	d.	£	8.	d.	£	8.	d.	£	8,	d.	£	8.	d.
3	Keels,	0	7	6	0	10	0	0	16	0	0	10	0	0	15	0	1	4	0
4	do.	0	8	0	0	12	0	1	0	0	0	12	0	0	17	6	1	9	0
5	do.	0	9	0	0	13	6	1	3	0	0	13	6	1	Q	0	1	14	0
6	do.	0	10	0	0	15	0	1	6	0	0	15	0	1	2	6	1	19	0
7	do.	0	11	6	0	17	0	1	10	0	0	17	0	1	5	0	2	4	0
8	do.	0	12	6	0	18	6	1	13	0	0	18	6	1	7	6	2	9	0
9	do.	0	13	6	1	0	0	1	16	0	1	0	0	1	10	0	2	14	0
10	do.	0	14	6	1	2	0	2	0	0	1	2	0	1	12	6	2	19	0
11	do.	0	16	0	1	3	6	2	3	0	1	3	6	1	15	0	3	4	0
12	do.	0	17	0	1	5	0	2	6	0	1	5	0	1	17	6	3	9	0
13	do.	0	18	0	1	7	0	2	10	0	1	7	0	2	0	0	3	14	0
14	do.	1	0	0	1	9	0	2	13	0	1	9	0	2	2	6	3	19	0
15	do.	1	2	0	1	12	0	2	16	0	1	11	0	2	5	0	4	2	0
16	do.	1	5	0	1	15	0	3	0	0	1	14	0	2	8	0	4	6	0
17	do.	1	7	6	1	19	0	3	5	0	1	17	0	2	11	0	4	10	0
18	do.	1	10	0	2	2	0	3	10	0	2	0	0	2	15	0	4	15	0
19	do.	1	12	6	2	5	0	3	15	0	2	3	0	3	0	0	4	18	0
20	do.	1	15	0	2	8	0	4	0	0	2	6	0	3	5	0	5	3	0
21	do.	1	17	6	2	11	0	4	5	0	2	9	0	3	10	0	5	8	0
22	do.	2	0	0	2	14	0	4	10	0	2	12	0	3	15	0	5	13	0

The proprietors of the Tees Steam-boat Towing Co.'s Packets are not responsible for any damage any vessel may do or receive whilst towing.

Notwithstanding the above rates, less fares are often accepted when offered previous to engagement.

PORT DUES TO THE TEES NAVIGATION COMPANY.—Merchandize, inwards or outwards, coastwise, 6d. per ton on the register tonnage; colliers, 3d. per ton on the register tonnage.

TEES BAY LIGHTS.—2s. 6d. per mast, on coasting vessels using the port;

3s. 9d. per mast on vessels employed in the foreign trade.

Anchorage and Plankage.—2s. 6d. for British, and 5s. for foreign vessels.

The above charges are not levied on vessels entering wind-bound or in distress, without discharging their cargoes.

Ballast.—The charge for discharging ballast at Middlesborough, 4d. per ton;

for discharging at Stockton variable, from 41d. to 6d. per ton.

DEPTH OF WATER ON THE BAR.—Ordinary spring tides, 23 feet; neap tides, 18 feet. Vessels of 17 feet water can safely navigate between sea and the coal shipping staiths of Samphire Batts and Middlesborough; and vessels of 15 feet water, between the sea and Stockton.

Francis Marshall, harbour master at Stockton; Robert Andrews, harbour

master at Middlesborough.

#### STOCKWITH—(See Appendix.)

#### STONEHAVEN, A CREEK IN THE PORT OF ABERDEEN.

				PIL	OTAG	E.					
				First	Boat.		Second	Boat.			d every nt Boat.
Vessels under	30	tons,	,	38.	0d.	•••	28.	0d.		28	0d.
30 and under	50	,,	•••	5	0	•••	4	0	•••	3	0
50, ,,	60	"	•••	6	0	•••	5	0	•••	4	0
60 ,,	80	"	•••	7	0	•••	6	0	•••	5	0
80 ,,	100	,,	•••	9	0	•••	7	6	•••	6	6 .
100 ,,	120	"	•••	10	0		8	0	•••	7	0
120 ,,	150	"	•••	11	0	•••	9	0	•••	8	0
150 ,,	200	,,	•••	12	0	•••	10	0	•••	9	0
2J0 and upwar	ds,	•••••		14	0	•••	11	0	•••	10	0

For each tide's work within the harbour, 2s. each man.

Pilots going out to a greater distance than usual to foreign vessels, which have made signals for them, shall be entitled to an additional allowance, at the discretion of the captain pilot.

The above rates are, however, only payable to the pilots when their boats are fully manned with five men each, besides the master pilot; and when a smaller

number attends, they are only to be paid in proportion.

If a pilot, after taking charge of a vessel in the bay, shall, by stress of weather, or otherwise, be detained on board, and prevented going into port, he shall be entitled to his provisions while on board, and be allowed 2s. 6d. for every tide he is so detained.

All charges for extra trouble to be settled by the commissioners; or, in their

option, by the captain pilot.

Pilots demanding or receiving, under any pretence, higher rates than those above-mentioned, shall be liable in the penalty of 10s., besides returning the overcharge.

Masters or owners of vessels refusing to pay according to the foregoing rates of fare, shall forfeit a penalty of 10s.

#### CAPTAIN PILOT'S FEES,

#### Payable only for Vessels coming to the Harbour.

Vessel	s under 4					From 120 to 200 tons,	28.	0 <b>d</b> ,
			••••••			Above 200 tons,	2	6
27	00 10 12	,,	• • • • • • • • • • • • • • • • • • • •	•	U 1	   2		

PIER LIGHT.—On all vessels entering the port, for every register ton, threeeighths of a penny. A white light and a red light are always lighted from sunset to sunrise.

PLANKAGE.—6d. each vessel, payable to the shore-master.

Ballast.—For all vessels,  $1\frac{1}{2}d$  for every register ton; 3d per ton for driving. Every person throwing ballast or stones into the harbour, or any other thing, to the prejudice thereof or annoyance of the public, shall forfeit and pay a penalty of £1, besides the expense of removing the obstruction or nuisance; and no ballast shall be taken from any part of the harbour, or elsewhere, without directions from the berth-master, under the penalty of £2 sterling for each transgression, to be paid by the offender.

Depth of Water in the Harbour—12 feet; the greatest depth where a vessel can discharge is 15 feet.

Robert Falconer, captain pilot and berth-master. John Forbes, collector of shere dues.

#### STORNOWAY—(See Appendix.)

#### STOTFIELD, A CREEK IN THE PORT OF INVERNESS.

#### PILOTAGE.

For a boat with five men piloting into or out of the harbour any vessel,  $l\frac{1}{2}d$ , per ton register. For a boat with four men,  $l\frac{1}{4}d$ , per ton register. For a boat with three men, ld, per ton register. And for any greater or less number of men, in proportion. All vessels exceeding 100 register tons are charged at the same rate as 100 tons; and all vessels or boats under 30 tons are charged as at 30 tons.

#### HARBOUR DUES.

British vessels, wind-bound, coastwise, per ton,	. Os.	3 <i>d</i> ,
,, loading and unloading cargoes,	0	33
wind-hound, on foreign voyage	0	4
" loading and unloading cargoes,	Ō	6
Foreign vessels, not privileged, wind-bound,	ì	ō
" loading and unloading,	ũ	6
Herring boats, for the period of the herring fishing,	7	6
Boats, wind-bound, if under 20 tons each,		
above 20 and under 30 tons,		
All above 30 tons are charged the same as coasting vesse.		

Ballast.—Carters furnish ballast at 6d. per ton, and the shore-master charges  $1\frac{1}{2}d$ . for shore dues; but the latter charge is considered to be beyond the powers of the Harbour Act.

DEPTH OF WATER.—At the new harbour, spring tides, 12 feet; neap tides, 9 feet. At the old harbour, spring tides, 9 feet; neap tides, 6 feet.

#### STRANGFORD, A SUB-PORT TO NEWRY.

PILOTAGE—Moderate; say from 5s. to £1 for coasters, and from £1 to £2 for vessels from foreign ports, according to circumstances. This lough is valuable for wind-bound vessels, in winter time in particular, and is much frequented; but many still, through fear, run for Belfast Lough.

HARBOUR DUES.—Vessels loading or discharging at the quay of Strangford pay 2d. per register ton; and in case only a part of the cargo is loaded or discharged, they pay at the same rate for the number of tons that may be so taken

on board or discharged. Vessels anchoring or coming to in any part of the southwest side of the River of Strangford—

Under	20 tons register tonnage, pay, for each trip,								
<b>,</b> ,	20 and	not exceedin	g 30 tor	ıs regist	e <b>r,</b>	1	6		
,,	30	,,	50	"		2	0		
"	50	"	70	"		2	6		
,,	70	;,	100		•••••				
Vessels of 100 tons and upwards,									
All shi	ps or thre	ee-masted ve	ssels pay	·	• • • • • • • • • • • • • • • • • • • •	5	0		

Foreign vessels pay double the above rates, as well for quayage as for harbour dues. All vessels mooring or coming to anchor in the harbour of Strangford pay the above-mentioned rates, provided they have not paid either anchorage or quayage, in Strangford, on same voyage. Vessels coming to anchor first at Portaferry or Ballyhenry, may afterwards, on same voyage, anchor in Audley's Roads or Cross Roads, on Strangford side, free of charge.

QUAYAGE.—When vessels have merchants' cargoes on board, the merchants pay the quayage either for loading or discharging, or both, as the case may be.

PLANKAGE.—Vessels requiring a plank for either discharging or loading a cargo, if under 25 tons register, pay 1s.; 25 to 50, 1s. 6d.; 50 and upwards, 2s. for the use of each plank. Any vessel requiring the largest plank of New Quay End, pay 2s. 6d. for the use of the same. Wheel-barrows, discharging or taking in ballast, 1s. each, provided the time they are in use does not exceed one day.

Ballast.—Coasting vessels taking in or discharging ballast, unless they have either discharged a cargo or are to take in one, pay 2d. per ton for such ballast. Vessels going foreign, taking in ballast, pay 2d. per ton for same, whether lying at or moored off the quay. Ballast supplied at 10d. per ton.

DEPTH OF WATER.—Vessels can discharge or load affoat at the end of the new quay. The depth of water alongside the quay, at spring tides, is 11 feet; neap tides, 7 feet; but the wind in this river has great influence on the tides. S. to W. raises them, and N. to NE. cuts them off.

William Russell, harbour-master and general commission agent.

#### STRANRAER.

PILOTAGE---As may be agreed on. Charge moderate.

There is a light on the pier-head, seen from 8 to 10 miles off.

#### HARBOUR DUES.

Vessels coming to the quay with a general cargo inwards, pay upon each ton of the registered tonnage of the vessel,		D. 3
nage of the vesssel,	0	3
Vessels with cargoes which are not worth more than £1 5s. per ton, such as coal, stone, or lime, &c., pay on the registered tonnage of the		
vessel, per ton,	0	2
Vessels coming to the quay in ballast, on each ton, per registered		
tonnage of the vessel,	0	01
If taking out a cargo, to pay as above on her registered tonnage.		
Leaving the quay in ballast, to pay on her registered tonnage, for each		
ton,		01
No anchorage or other dues than the above are demanded from		
making fast to the quay; but anchorage is demanded from all vessels co		
the other parts of the port and harbour of Stranraer, agreeably to the fo		
table of anchorage, which has been uplifted from time immemorial, in v the charter of erection of the burgh of Stranraer.	irtı	ie of

#### ANCHORAGE,

Payable for vessels anchoring in the Loch of Lochryan, or in any of the ports, creeks, and havens thereof.

Under 25 tons register,	0s.	6d.	Above 75, not exceed, 100 tons,	28.	0d.
Above 25 tons, and under 50,	.0	9	,, 100, ,, 150 ,,	2	6
50 tons,	1	0	" 150 tons,	3	0
Above 50, not exceed. 75 tons,	1	6	And for every 50 tons above 200,	1	0

Ballast.—6d. per ton. The masters of vessels intending to take in ballast shall inform the harbour master, who shall point out the place from whence the ballast is to be taken; and vessels taking in ballast from the quay must use a platform secured with tarpaulias, port-sails, or sails to the satisfaction of the harbour master, so as no part of the ballast shall fall into the harbour.

DEPTH OF WATER AT THE PIER.—Spring tides, from 11 to 13 feet; neap tides, from 7 to 10 feet.

#### STROMNESS, A CREEK IN THE PORT OF KIRKWALL.

#### PILOTAGE.

From five miles seaward of Hoy Head, through Hoy Sound, to anchorage in Stromness harbour or Keeston Roads, and out again to sea by Hoy Sound:—Vessels of 60 to 100 tons, £1 5s.; 100 to 200 tons, £1 15s.; 220 to 420 tons, £2 12s. 6d.

From sea, through Hoy Sound, to anchorage in Stromness harbour or Keeston Roads, and out again to sea by Long Hope, and vice versa:—Vessels of 60 to 100 tons, £1 5s.; 100 to 220 tons, £2 2s.; 220 to 420 tons, £3.

100 tons, £1 5s.; 100 to 220 tons, £2 2s.; 220 to 420 tons, £3.

From sea, through Hoy Sound, to anchorage as above, and out again to sea by Long Hope and Pentland Frith:—Vessels of 60 to 100 tons, £1 11s. 6d.; 100 to 220 tons, £2 5s.; 220 to 420 tons, £3 10s.

From sea, through Hoy Sound, to anchorage as above, and out again to sea by Holm Sound, and vice versa:—Vessels 60 to 100 tons, £1 8s.; 100 to 220 tons, £2; 220 to 420 tons, £3.

HARBOUR DUES.—There are no harbour dues of any kind chargeable at this harbour.

DEPTH OF WATER.—Spring tides, 4 fathoms; neap tides, 41 fathoms.

#### SULLY—(See Appendix.)

# SUNDERLAND (NORTH), A CREEK IN THE PORT OF BERWICK,

Is the private property of the trustees of the late Lord Crewe, who may alter the dues at any time; but from their known liberal views, it is not likely they will ever be higher than what is subjoined.

PILOTAGE.—For the winter half year, 1s. 6d. per foot; for the summer half year, 1s. 3d. per foot. Every assistance is given to vessels arriving in or departing from this harbour, without any extra charge.

HARBOUR DUES.—Vessels loaded with light goods, 1½d. per ton; vessels of any size loading lime, 2s. 6d; goods or herrings, 3s. 4d; wind-bound vessels, 3s. 4d; open boats, 1s. 6d.

Vessels loading	200 quarters of corn,	or any les	s quant	ity,	48.	0d.
" from	200 to 300 quarters,	,,	"		5	0
» »	300 to 400 "	"	"	••••		
" "	400 and upwards,				7	0
BALLAST.—No ch	arge, except cartage,	which is t	rifling.			

#### SUNDERLAND (SOUTH)—(See Appendix.)

# SUTTON WASH, A CREEK IN THE PORT OF WISBEACH. TOWAGE PER SAMSON AND DON TUG STEAM BOATS.

Vessels, coal laden, from the Eye to Sutton Wash (below bridge), and vice							
versa: — Per foot. Per foot.							
Vessels drawing 7 feet water. 2s. 0d.   Vessels drawing 12 feet water. 3s. 0d.							
" " 9 " " 2 3							
, , 11 , , 2 6   ., , , 14 ,, , 4 0							
Vessels, coal laden, from the Eve, through the bridge, or to Foul Anchor.							
and vice versa:— Per foot. Per foot.							
Vessels drawing 7 feet water, 2s. 3d.   Vessels drawing 12 feet water, 3s. 3d.							
,, ,, 9 ,, ,, 2 6   ,, ,, 13 ,, ,, 3 9							
, , 11 ,, , 2 9   ,, , 14 ,, ,, 4 3							
Vessels, coal laden, in moderate weather, from the Eye to the Westmark-							
rock Beacon, and vice versa:—							
Per foot. Per foot.							
Vessels drawing 7 feet water, 0s. 9d.   Vessels drawing 12 feet water, 1s. 6d.							
,, ,, 9 ,, ,, 1 0 ,, ,, 13 ,, ,, 2 0 ,, ,, 11 ,, ,, 2 6 ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,							
, , 11 , , 1 3   , , 14 , , 2 6							
Vessels, coal laden, from the Eye to the Bar Buoy, and vice versa:—							
Per foot. Per foot.							
Vessels drawing 7 feet water, 1s. 6d.   Vessels drawing 12 feet water, 2 6							
" " 9 " " 1 9							
,, ,, 11 ,, ,, 2 0   ,, ,, 14 ,, ,, 3 6							
Vessels, coal laden, from the Eye to the Roaring Middle Buoy, and vice							
versa: — Per foot. Per foot.							
Vessels drawing 7 feet water, 3s. 0d.   Vessels drawing 12 feet water, 4 0							
" " 9 " " 3 3							
,, ,, 11 ,, ,, 3 6   ,, ,, 14 ,, ,, 5 0							
Timber laden and other vessels from foreign, which draw more than 14 feet,							
when coal laden, to be towed by agreement.							
All light vessels to pay (per foot) for the water they draw when in ballast.							
All vessels drawing more than 3 inches over the foot, to pay for half a foot, or							
9 nine inches to pay for the foot.							
Turns Inwards The first vessel over the bar, with a jack hoisted at the							
main-mast, half mast high, to have the preference from the Eye; and any vessel							
requiring the boat to proceed to her, to hoist another signal under the jack on the							
same haulyard. Outwards-All vessels will be towed in rotation, according to their							
turns, which will be claimed by first payment of towage, and naming the tide for							
towing down. To prevent disputes, the manager will number the receipts, so as							
The state of the s							

PILOTAGE.—From the Eye to Sutton Wash, and vice versa:—Vessels not drawing more than 12 feet, 1s. 6d. per foot; vessels exceeding 12 feet, 1s. 9d. per foot.

HARBOUR DUES.—Vessels with goods, 9d. per ton register; vessels with coals, 9d. per chaldron.

BALLAST.—For fetching only, 1s. per ton. No other charge. DEPTH OF WATER.—High water, 18 feet; low water, 8 feet.

to shew the turn.

#### SWANAGE, A CREEK IN THE PORT OF POOLE.

Vessels discharge here on the beach. There are no charges at this creek, Ballast—1s. 6d. per ton,

DEPTH OF WATER IN THE ROADSTEAD.—From 4 to 6 fathoms clear ground; ebb and flow, 6 feet perpendicular spring tides; and neaps,  $2\frac{1}{2}$  feet.

#### SWANSEA.

The situation of this port is admirably adapted for carrying on an extensive commerce, and very considerable sums are constantly expending on its improvement. The first attempt of this kind was made under the authority of an Act of Parliament, passed in the year 1791, intituled "an act for repairing, enlarging, and preserving the harbour of Swansea," the powers of which have been extended by two subsequent acts. The admirable plan for the improvement of this harbour, recommended by Captain Huddart, is complete, a stone pier and embankment, of about 300 yards, having been built on the western side, and a pier from Salthouse Point on the eastern side of about 600 yards in length, leaving an opening of 80 yards between the pier heads, which forms an outer harbour, capable of holding in perfect safety many hundred vessels. A light-house and watch-house have been erected on the western pier, with a platform to look The piers, which extend the harbour full 600 yards, for the protection of vessels below the ferry, and changing the course of the river into the western channel, have produced a very considerable improvement, rendering the entrance more safe and convenient, and gaining above three feet water. The above improvements, with the entire embankment on the west side of the river, from the pottery to the pier (a great part of which is already done), will render Swansea one of the most safe and beautiful harbours in the kingdom, where every accommodation of wet and dry docks can be made at less expense than in any other port. The Mumbles light consists of one large lantern, with Argand lamps and reflectors on the improved principle of Messrs. Robinson & Wilkins, and appears very brilliant across the Channel. A distinguishing light by night, and a signal ball by day, are exhibited on the western pier head when there is ten feet water on the bar, from the 1st of January to the 1st of May, and from that period eight feet.

On the western bank of the river are spacious and commodious quays, wharfs, warehouses, stores for timber, a dry dock, and every accommodation requisite for the prompt dispatch of business.

A Patent Slip has been laid down on the eastern side of the river at Swansea for the accommodation of repairing vessels of any size under 350 tons register.

	LIGHT V	LIGHT VESSELS.			
New Register.	From outer Buoy to Hafod, in or out.	Buoy to Fox. Docl	om East From S t to outer Bank to Buoy. hole	Fox. New Register.	From Ballast Bank to Fox- hole.
From 30 to 50 ,, 50 to 60 ,, 60 to 80 ,, 80 to 100 ,, 100 to 120 ,, 120 to 150 ,, 150 to 180 ,, 180 to 200 ,, 200 to 250	L. s. d. 0 7 6 0 10 0 0 12 6 0 15 0 0 18 0 1 5 0 1 17 0 2 10 0 3 3 0	L. a. d. L. 0 7 6 0 0 8 0 0 0 10 6 0 0 13 6 0 0 16 0 0 1 1 0 0 1 10 0 1 2 0 0 0 1	8 0 0 7 8 0 0 7 10 6 0 8 13 6 0 10 15 0 0 15 18 0 1 0 1 0 1 5 10 0 1 10	d. 0 Under 100 0 ,, 200 6 ,, 300 0 Above 300 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L. s. d. 0 10 0 0 15 0 1 0 0 1 5 0

RATES OF TOWAGE PER SAMSON STEAM TUG.

All vessels exceeding 300 tons,  $4\frac{1}{2}d$ . per ton.

A stemming book is kept at the master's house. Each vessel on stemming to pay 2s., which will be deducted from the towing charge.

The proprietors of the steam tug will not be answerable for any damage that any vessel may do or receive whilst towing.

#### PILOTAGE.

Vessels of 30 tons register or upwards entering or leaving this harbour shall be obliged to take or pay pilots, or for assistance, at the following rates:—

								If Laden.			In Ball			ast.		
Vesse	ls fro	m 30	tons to	50	tons,		•••	£0	4	0	•••	•••	£0	3	6	
,,	,,	50	,,	75	,,	•••	•••	0	5	0	•••	•••	0	4	6	
"	,,	75	,,	100	"	•••	•••	0	6	0	•••	•••	0	5	6	
"	"	100	"	125	"			0	6	6	•••		0	6	6	
"	"	125	"	150	"	•••	•••	0	7	6			0	7	6.	
,,	"	150		175	29		•••	0	8	6			0	8	6	
"	"	175		200	"		•••	0	10	0		•••	0	10	0	
,,	"	200		250	19			0	15	0		•••	0	15	Ō	
"	"	<b>250</b>		300	"	•••	•••	1	0	0	•••	•••	ì	ō	ŏ	

For boat, 2s. 6d.; and for each hobbler or assistant, in or out first tide, and each tide after, 1s. 6d.

Vessels on leaving the harbour are not required to take a pilot-boat, provided the pilot and hobblers be landed by the masters of such vessels at the pier-head; otherwise the masters shall pay 1s. 6d. for the use of a boat.

If a master of a vessel retain a pilot to take his vessel from the harbour to the Mumbles Road or Flats, he pays, if under 100 tons, 4s.; from 100 to 200, 5s. 6d.; upwards of 200, 7s. 6d., in addition to the foregoing rates; and if the pilot be required to remain on board, coming in or going out, he pays at the same rate for every 24 hours.

If a pilot be put on board any vessel in the bay, and the master do not take the boat and two hobblers, he must pay for the same, if under 50 tons, 4s.; and if above 50 tons, 5s.

All pilots moving vessels in the harbour, within the piers, to be paid, if under 120 tons, 3s.; from 120 to 200, 4s.; upwards, 5s. per tide; and all masters not taking pilots for this purpose are liable to whatever damage may occur, and also to a penalty not exceeding £5.

If any master of a vessel shall require a pilot and hands to go on board to take her out, transport, or move her, if such vessel shall not be loaded, or cannot be made ready to go out or be transported that tide, such pilot and men shall be paid half the rates last mentioned.

All packets to be exempted from pilotage.

All vessels boarded to the west of the Mumbles Head, or one mile distant therefrom, to pay for roading the said vessel (if required) if under 150 tons, 15s.; from 150 to 200, £1; 200 to 250, £1 5s.; upwards, £1 10s.

Vessels requiring additional assistance from pilots or otherwise, to pay, in case they cannot agree, such remuneration as shall be determined by the Pilots' Committee.

If any owner or master of any vessel shall employ any person other than a licensed pilot, to bring in or out of the harbour, or to transport or move any vessel in the harbour (except in case of absolute necessity), such master or owner shall forfeit and pay a sum not less than 10s., nor more than £2, for each offence.

HARBOUR Dues.—Tonnage duty, 4d. per ton; coasters under 100 tons, with cargoes, 2s. each vessel; or in ballast, 1s. 8d.; plankage, 9d.

Ballast.—Rates to be paid to men employed on board ships, in assisting to discharge ballast at the pier:—

```
Vessels under 40 tons register, to pay ... 1s. 0d. each man.

,, ,, 40 and under 60 ,, ... 18 ,, ,,

,, ,, 60 ,, 80 ,, ... ... 29 ,, ,,

... 80 and upwards, one farthing and a half per ton reg. each man.
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No captain is required to employ any men in unballasting his vessel beyond his own erew, unless he shall think it expedient to do so; neither is he required

in any case to give drink, usually termed allowance, which is entirely left at his option.

The contract for unballasting vessels for the whole of the year, is 31d. per

ton register.

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No person or persons allowed to discharge ballast at any place or places other than those approved of by the trustees or harbour master.

DEPTH OF WATER.—Spring tides, from 20 to 22 feet; neap tides, from 10 to 12 feet.

MADDED A CORPUT IN MILE DODG OF CLAMBER MON

## TARBERT, A CREEK IN THE PORT OF CAMPBELTON.

PILOTAGE.—No fixed rate. Pilots are seldom necessary, but if required, the charge is moderate.

HARBOUR DUES,—One halfpenny per ton. Vessels in ballast pay the same as vessels with cargo.

Towing Boars—Seldom required; but when the steam boat is required, the charge is made by agreement.

Ballast.—No charge except the cartage, which will amount to about 1s. 6d. per ton; but ballast can be taken off the shore free of expense.

DEPTH OF WATER.—Spring tides, 11 feet; neap tides, 8 feet.

#### TARBERT, A CREEK IN THE PORT OF LIMERICK.

Tarbert, is a Roadstead about 30 miles from Loop Head, and 40 miles from Limerick, at the south side of the Shannon. There are no harbour or other dues collected here.

#### PILOTAGE.

## From Limerick to Faynes Island.

A 682	era a	and no	t exceeding	12	ieet,	•••	•••	•••	28.	6d.	per foot.
,,	12	,,	,,	14	,,	•••	•••	•••	3	0	- ,,
,,	14	,,	"	17	"	•••	•••	•••	4	0	"
			Fr	om	Limerick	to Labas	heeda.				
Vess	els 8	and no	t exceeding	12	feet,	•••	•••	•••	3,	0d.	per foot.
,,	12	,,	"	14	,,	•••	•••	•••	3	6	- ,,
,,	14	"	"	17	"	•••	•••	•••	4	6	"
			1	Pro1	n Limer	ck to Tar	bert.				
Vess:	els 8	and no	t exceeding	12	feet,	•••	•••	•••	38.	6d.	per foot.

	"	14	"	"	**	"	•••	•••	•••	4 0		"
	,,	14	"	"	17	••		•••			;	,,
7	7es	sels	over 17	feet to b	e paid	by	agreement.	Vessel	ls comi	ng from	m sea	and
boa	rde	d to	the wes	tward of	Kilka	dra	ine Point, pa	y, in ad	ldition t	othes	e fees	. 6d.

boarded to the westward of Kilkadrane Point, pay, in addition to these fees, 6d. per foot; westward of Loop Head, 1s. extra. Vessels not British registered pay one-fourth in addition to the foregoing rates.

Although the above are the established rates, few vessels pay the full amount; they generally pay by agreement. Vessels are not obliged to take pilots.

Towage.—There are no regular tug steamers, but the passage steamers occasionally tow vessels through the intricate part of the river near Limerick. They have no fixed rate, but are paid by agreement.

Ballast.—Vessels discharging at Tarbert take shingle ballast from the beach without charge.

DEPTH OF WATER AT ROADSTEAD.—At low water, during spring tides, from 3 to 7 fathoms; the extreme rise and fall of the tide is 18 feet.

There is a good holding ground, and a safe anchorage with any wind.

## TAIN. A CREEK IN THE PORT OF INVERNESS.

PILOTAGE.-Inwards-From Tarbetness Light-house to Tain or Dornoch Sands, vessels under 50 tons, 13s.; from 50 to 80 tons, 17s.; 80 to 100. £1 1s.: 100 to 150, £1 5s. Outwards—One-half of the above.

Vessels discharge on the beach; it is very long, on account of the shallowness of the water.

Anchorage.—From 2s. to 3s. per vessel.

BALLAST .- Off the beach, for the taking.

DEPTH OF WATER.—Spring tides, from 11 to 111 feet; neap tides, from 7 to 8 feet.

## TARBETNESS, A CREEK IN THE PORT OF INVERNESS.

There are no charges of any kind at this place.

## TEIGNMOUTH, A CREEK IN THE PORT OF EXETER.

#### PILOTAGE FOR VESSELS IN AND OVER TEIGNMOUTH BAR. Coasters.

						Inw	ards.		Outa	rards.	
Above	60	and not	exceeding	100 tons	register,	28.	<b>4</b> <i>d</i> <b>.</b>	•••	18.	2d. per foot.	
,,	100		,,	150	"	2	8	•••	1	4	
"	150		"	200	,,	3	2	• • •	1	6	
,,	200		,,	<b>2</b> 50	,,	3	6		1	9	
,,	250		"	300	2)	3	10	•••	2	0	
"	300		,,	400	"	4	3	•••	2	2	
•			Ve	ssels from	Foreign 1	Part	8.				
				,			ards.		Outv	vards.	
Above	60	and not	exceeding	80 tons	register,	28.	4d.		ls.	2d.	
,,	80		"	100	,,	2	8		1	4	
"	100		,,	150	,,	3	2	•••	1	6	
"	150		"	200	,,	3	6	•••	1	9	
,,	200		,,	250	"	3	10	•••	2	0	
**	250		,.	300	"	4	8	•••	2	4	
/*			•						~	_	
,,	300		,,	<b>400</b> .	"	5	6	•••	2	8	

Foreign vessels, not privileged as British, one-fourth extra.

Pilots are to provide a boat and crew to assist over the bar to a mooring berth, for which they shall be paid, over and above the pilotage, 2s. 6d. for each man or oar employed for that purpose.

Masters or vessels taking a pilot off the Bill of Portland or the Start (which is optional to them) are to pay beyond the pilotage from Bob's Nose, or Lyme, as follows, viz.:-Colliers and coasters, £2 2s.; vessels from foreign parts, £3 3s.; and proportionally for intermediate distances.

HARBOUR DUES.

Every vessel entering the harbour of Teignmouth, and within the limits to be set forth by the commissioners, from sea:-

If registered at any port of the United Kingdom, per ton register,..... 0s. 1d.

If not registered at any port of the United Kingdom, per ton register, 0 2

Every vessel remaining at the harbour more than six months, one-third more of the above rates and duties; so remaining one year, double the above dues; and the above rates for every six months it shall so remain beyond the year.

New Quay.—Average charge about 5d. per ton for all goods landed thereon. Ballast landed, 4d. per ton; ballast supplied, 5d. per ton.

Rendles Quay.—No regular charge for any thing, but according to agreement entered into.

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River or Harbour—Is divided into two lordships; and all vessels not belonging to the port pay 1s. each for anchorage, but if anchoring only in one lordship, 6d.

Masters of vessels loading clay, &c., pay to the bargemen, for every 20 tons, three quarts of beer as allowance. Masters of vessels discharging coal, culm, &c. pay to the bargemen, for every 20 tons, three quarts of beer and 1s. as allowance. Depth of Water.—Average on the bar, 17 to 18 feet.

## TENBY, A CREEK IN THE PORT OF MILFORD.

PILOTAGE—As may be agreed on.

HARBOUR DUES.—Vessels with cargoes, 3d. per ton; wind-bound vessels, 1\frac{1}{3}d. per ton.

BALLAST.—1d. per ton, for wheeling; and for labourers on board as may be

agreed on, say 1s. 6d. to 2s. per man.

DEPTH OF WATER.—Spring tides, from 16 to 22 feet; neap tides, 10 feet.

## THORPE—(See Appendix.)

## THURSO, A CREEK IN THE PORT OF WICK.

PILOTAGE.—Vessels in and out of the harbour, berthing, and attendance when there, 1s. per foot.

HARBOUR DUES.—On all vessels, 1d. per ton register. Goods shipped or landed not subject to any dues.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, 14 feet; neap tides, 8 feet.

Donald Manson, harbour master.

## TOBERMORY, A CREEK IN THE PORT OF GREENOCK.

PILOTAGE.—No licensed pilots, for sound and river or deep water; but pilots can be had—charge as may be agreed on.

HARBOUR Dues.—Vessels under 45 tons shipping or landing cargoes, 1d.

per ton register, and 2d. per ton above that tonnage.

Depth of Water.—The depth of water in the harbour stands generally from 6 to 14 fathoms; sometimes, when the harbour is crowded, vessels anchor at from 16 to 18 fathoms. Alongside the quay or pier, at high spring tides, from 18 to 20 feet; neap tides, from 9 to 10 feet.

## TOPSHAM, A CREEK IN THE PORT OF EXETER.

PILOTAGE.—Vessels in and over Exmouth bar to the moorings in the Bight at Exmouth, and out again, over the bar. See Exeter.

From the Bight at Exmouth to Topsham:-

Coasters.—Under 100 tons, 14s.; upwards of 100 tons, 2d. per ton register. From Topsham to the Bight, one-half of the above dues.

Foreign vessels not privileged.—Upwards of 100 tons,  $2\frac{1}{2}d$ . in, and  $1\frac{1}{2}d$ . per ton out. Tide's work to pilots, 3s. 6d.

Towage per Dolphin steam tug. See Exeter.

Vessels requiring the tug boat to hoist an ensign at the fore-top-gallant-mast head.

HARBOUR DUES.—On all vessels, 1s. 2d.; moorage and plankage, 1s. 4d.; ballast, per ton, 4d.

Ballast.—Free on board, 1s. 2d.

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DEPTH OF WATER.—Spring tides, from 11 to 12 feet; neap tides, 7 feet.

## TORQUAY, A CREEK IN THE PORT OF DARTMOUTH.

PILOTAGE-As may be agreed on; say from 5s. to 10s., according to the size of the vessel.

Vessels coming to anchor in the Roads, which extend from the rocks off the Beacon Point to the pier head, may bring up as near to them as possible with safety, the depth of water in the Roads being about 5 fathoms, and good discharge.

Vessels entering should keep the harbour well open, and large vessels ought not to make the attempt, unless in case of necessity, on an ebb tide, it being very shallow at low water, as far out as the warping buoy, which is fixed about 80 fathoms N.W. from the south pier head.

There is a red light fixed on the south pier head, but no charge made.

HARBOUR DUES .- Vessels discharging or taking in a full cargo, 3d. per ton register; two-thirds, the same as a full cargo; and less than two-thirds, 2d. per ton. Vessels entering the harbour in ballast or wind-bound, 3d. per ton. PLANKAGE.—Discharging or taking in a cargo, 1s.

Ballast.-Limestone, 1s. per ton; rubbish, 6d. per ton; and, on all kinds,

2d. per ton extra for harbour dues.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, about 12 feet between the pier heads.

Vessels requiring water have to pay 3d. per hhd. to the harbour master.

#### TRALEE, A SUB-PORT TO LIMERICK.

PILOTAGE.—Vessels, foreign, 5s. per foot, inwards or outwards.

Channel coasters, 4s. per foot, inwards or outwards.

Irish coasters, 3s. per foot, inwards or outwards.

HARBOUR DUES.—Quayage and postage, 2s. 6d. each vessel.

Mastage, ...... 2s. 6d. ,, Ballast.—Stone, ls. to ls. 3d. per ton; sand, 10d. to ls. per ton.

DEPTH OF WATER AT THE QUAYS .- Spring tides, 11 feet; neap tides, 6 feet. Vessels of 500 tons have sufficient water at the anchorage ground to lie afloat at low water. Timber vessels, &c. seldom go beyond the anchorage, which is about five miles from the quays. Coasters occasionally complete their loading here.

## TRATHBYCAN, A CREEK IN THE PORT OF BEAUMARIS.

PILOTAGE.—As may be agreed on.

There is no charge for harbour dues at this place.

## TROON, A CREEK IN THE PORT OF IRVINE.

PILOTAGE.—Vessels 45 tons register and upwards, for assisting inwards and outwards, 1d. per ton.

HARBOUR Dues.—Vessels under 15. tons register, 1d. per ton; from 15 to 25 tons,  $1\frac{1}{4}d$ . per ton; from 25 tons and upwards, 2d.

HAWSER MONEY.

Vessels under 45 tons register, 0s. 3d. | From 200 to 300 tons register, 1s. 6d. From 45 to 100 ,, 0 6 300 ,, 400 ,, " 100 " 200 " 1 0 400 ,, 500 2

WATER Dues.—For every 20 tons register, 6d. Vessels belonging to

foreigners, and not privileged, are charged double the above rates.

Ballast.—Loading, 41d. per ton; discharging, 3d. per ton. When carted from a distance, an additional charge of 6d. to 8d.

Depth of Water.—First shipping berth at low water,  $5\frac{1}{2}$  feet; second shipping berth, 6 feet; third shipping berth, 8 feet; fourth shipping berth, 10 feet; fifth shipping berth,  $10\frac{1}{2}$  feet. Rise of tides, from 8 to 10 feet.

#### TRURO.

PILOTAGE.—1s. 6d. per foot is charged by the outside Falmouth pilots, for vessels entering the port, on being employed, and 10s. to 12s. is generally paid to hobblers, from Malpas Roads to the Quay, and down to the same.

HARBOUR DUES.—Foreign vessels, 2s. 6d. per vessel; coasters (not colliers),

6d.; colliers, 1s. 4d.

Towing by steamer according to distance, and varying from 2d. to  $4\frac{1}{2}d$ . per ton.

Ballast.—At the quay, 6d. per ton; down the river, 9d. per ton.

Polage.—On entering Restrongreat Creek only, 2s. per vessel.

St. Mawe's Castle Dues.—2s. 6d. per vessel.

DEPTH OF WATER.—At the town quay, at spring tides, 12 feet; neap tides,  $4\frac{1}{2}$  feet.

# UPHILL—(See Appendix.) ULVERSTON—(See Appendix.)

## WAINFLEET, A CREEK IN THE PORT OF BOSTON.

PILOTAGE—As may be agreed on.

HARBOUR DUES.—Vessels loading or unloading in the harbour, 3d. per ton register; discharging on the Friskney Flats, or the Main south of Wainfleet, 6d. per ton.

Depth of Water.—Spring tides, 14 feet; neap tides, 4 feet.

## WALNEY, A CREEK IN THE PORT OF LANCASTER.

PILOTAGE.—As may be agreed on; from 2s. 6d. to 5s. each vessel.

HARBOUR DUES .-- Anchorage, 10d. per vessel.

Ballast—Seldom required here; vessels generally load iron ore at Barrow. Walney lights consist of three distinct reflectors, making a revolution whereby the focus is seen every four minutes and a half. Vessels wind-bound or otherwise pay 1d. per ton each time.

Vessels to Barrow and Ulverston, if discharging, 3d. per ton per annum for

the Walney Lights.

#### WALTON, A CREEK IN THE PORT OF HARWICH.

PILOTAGE.—From Harwich or the Rolling Ground, £1 1s. per vessel.

HARBOUR DUES .- Groundage, 1s. 8d. each vessel.

Ballast.—From the beach, 2d. per ton for every ton of cargo the vessel has discharged.

## WARRENPOINT—(Sec Appendix.)

## WATCHET, A CREEK IN THE PORT OF BRIDGWATER.

PILOTAGE.—As may be agreed on. Vessels of 50 tons pay about 5s. each inwards, and the same sum outwards; vessels from 50 to 100 tons, 10s.; upwards in proportion. There are no other charges on vessels at this creek.

DEPTH OF WATER .- Spring tides, 16 to 18 feet.

#### WATERFORD.

PILOTAGE.—From Hook Tower to the harbour, during the summer months, from 6 to 11 feet, 2s. 2d. per foot; in the winter months, 2s. 7d. per foot; 12 feet and upwards, summer, 2s. 9d.; winter, 3s. 1d. Pilot cutters are stationed at the harbour mouth.

HARBOUR DUES.—Vessels from ports in Ireland, 21d. per ton register; other ports, vessels coal laden, 41d. per ton register; vessels with general cargoes, 51d. per ton register; water bailiff's fees, 1d. per ton register.

Anchorage.—Vessels 50 and under 100 tons, 2s. 4d. 100 and upwards, 4s. 8d.

Vessels two-thirds laden with potatoes, and retailing them at the quay, are exempted from the above charges, both as to harbour dues and pilotage, and at same time are entitled to pilot's services.

Ballast.—Supplied by lighters, 1s. 2d. per ton; at the quay, 9d. per ton;

discharged by lighters, 8d. per ton; at the quay, 6d. per ton.

Depth of Water.—There is never less at the entrance, in this fine river, than 13 feet at low water spring tides; and at the very capacious quay, vessels may lie afloat or on soft mud; 50 yards off the quay there are from 5 to 7 fathoms.

W. D. Prue, harbour master; T. Hunt, Dunmore, pilot master.

## WELLS.

PILOTAGE.—British vessels under 10 feet, 1s. 6d. per foot; above 10 feet, 2s. per foot; foreign vessels, 2s. 6d. per foot. Assisting tidesmen, 2s. 6d. each for sea, and 1s. 6d. harbour tide's work.

Steam Tug Economy, the property of the Commissioners for the port, under the care of the harbour master. Charge for towing from the Fairway Buoy to the Harbour, 3s. per foot; but should the vessel ground, an additional charge of 9d. per foot, and 2s. 6d. for the master, is made for each separate time.

HARBOUR DUES .- Vessels belonging to the port, 6d. per ton register; all other vessels, 1s. per ton register. No charge on wind-bound vessels taking

shelter in the harbour.

Ballast-3d. per ton register, to be had by applying to the harbour master. No other is authorised to furnish it.

DEPTH OF WATER ON THE BAR.—Spring tides, from 20 to 24 feet; and from

10 to 12 feet up to the town.

A great deal of business is done here in importing timber, lintseed, rape cake, coal, &c.; and exporting corn, flour, &c.

Robinson Parker, harbour master; agent for Lloyds and all the North Country Shipping Clubs.

## WEMYSS, A CREEK IN THE PORT OF KIRKALDY.

Is the property of Captain Erskine Wemyss, R. N., M.P. for Fife. All the varieties of Scotch coal-viz. parrot, splint, and furnace coal-are extensively shipped here, both coastwise and for foreign. Also, ironstone, when the demand for iron is brisk; at which times, vessels bound to Newcastle, in ballast, can obtain cargoes of the stone on freight. At present, however, the reduced demand for, and low price of iron, has caused a suspension of such shipments.

PILOTAGE.--- Every 20 tons burden, 1s. in and out; a branch pilot boat and

assistance always in attendance.

PIER LIGHT .-- There is a light on the pier, but no charge made.

HARBOUR DUES .--- There are no charges made for harbour dues or plankage.

Ballast---4d. per ton.

DEPTH OF WATER .--- Spring tides, 15 feet; neap tides, 10 feet,

David Page, harbour master.

## WEPRA, A CREEK IN THE PORT OF CHESTER.

Skimmer steam vessel, on her passage to and from Liverpool, tows vessels at the under-mentioned rates:—

From King's Ferry	to Fli	nt.	From King's Ferry to Wild Road.						
Vessels under 60 tons,	Os. 4	4d. p. ton.	Vessels under 60 tons,	0s. 6d. p	ton.				
"60 to 80 "	0 8	5,,	" 60 to 80 "	0 7	,,				
"80 "1 <b>0</b> 0 "	0 6	6,,	,, 80 ,, 100 ,,	0 8	,,				
"100 "120 "	0 8	В,	,, 100 ,, 120 ,,	0 10	,,				
"120 "140 "	0 10		,, 120 ,, 140 ,,	1 0	,,				
,, 140 and upwards,	1 (	) "	,, 140 and upwards,	1 2	,,				

To and from Liverpool as per agreement.

PILOTAGE.—From Haylake or sea—coasters, 4s. per foot in and out; foreigners, 7s. per foot; between intermediate places as per agreement. The pilot is paid 5s. per day, if kept on board at the request of the master.

HARBOUR DUES.—Anchorage, 1s.; light and buoys, 2d. per ton.

Towing by horses from King's Ferry to the Lower Stage, 10s. Boats employed in towing from Connah's Quay to Flint, 5s.

Ballast-5d. per ton; stowing bricks, 1d. per ton.

DEPTH OF WATER.—Ordinary spring tides, on the shallowest part of the navigation in approaching this place, 14 feet; and neap tides, about 9 feet; but at the quay it is 2 feet more, and at Queen's Ferry, about 13 feet.

#### WESTPORT.

PILOTAGE.—Vessels running into the bay from sea may have an outside pilot either from Clare Island or from Ackil Beg, by hoisting a jack. The distance from Clare to the inner harbour, called Duorinch, is from 8 to 10 miles; the charge is £1 1s. From the inner harbour to the quay, the vessel is conducted up and down by a river pilot; the charge is, 2s. per foot up, and the same sum down in all seasons of the year, and for all sizes of vessels. To any person acquainted with the bay it is quite easy of access, as vessels may run for the harbour with safety at any time of the tide. There is a light-house on the south side of the entrance to the harbour; a vessel running in requires to keep pretty close to the light, as the shore on that side is very bold. This bay is very incorrectly laid down on most of the coasting charts; strangers are quite disappointed when they see the bay. There is anchorage inside of Clare Island, where vessels may lie safely with the wind at W. or N.W. There is also a nice little harbour inside Ackil Beg, on the north side, which is often taken by vessels of handy size, drawing from 10 to 12 feet.

HARBOUR DUES.—Quayage: when vessels take in or deliver cargoes, 4d. per ton register; when vessels come in ballast and depart with a cargo, 3d. per ton. There is no charge for anchorage in any of the lower roads or harbour. There is a splended harbour to the eastward of the entrance, called Inverlyer; it is uncommonly well sheltered; the revenue cruizers and Queen's vessels use it. On the island there is a considerable sized village, where some of the river pilots reside. There is also a coast guard stationed here, at which a constant look out is kept, and board all vessels on their arrival. The quay is good and well sheltered; there is room for about twenty-five sail along the length of it; there is very seldom occasion for lying outside of others. Labourers' wages are 1s. 8d. per day; tide's work, 1s. 8d. when required to assist vessels either up or down.

LIGHTERAGE. -- When large vessels finish their loading down the river, 2s. per ton.

BALLAST .- 1s. per ton.

DEPTH OF WATER AT THE QUAY.—Spring tides, from 11½ to 13½ feet, according to the weather. The tides are highest with the wind at S. or S.W. Neap tides, from 8 to 9 feet.

The custom-house and bonded warehouses are situated on the front of the quay, and well adapted for business. The only export trade here is grain.

John Reid, custom-house agent.

#### WEXFORD.

PILOTAGE.—On all vessels clearing out with cargo,  $5\frac{1}{2}d$ . per ton register, late Irish currency; on all vessels clearing out in ballast,  $4\frac{1}{2}d$ . per ton register, late Irish currency. When a vessel is piloted out over the bar, and obliged to put back again from contrary winds or otherwise, 2d. per register ton, late Irish currency. A pilot having boarded a vessel outside the Long Bank or Blackwater Bank, £1 1s. additional.

HARBOUR DUES.—Quayage on all vessels above 20 tons, 6d. per ton register, late Irish currency; on vessels 40 tons and upwards, 4s. 7½d. additional; on vessels under 40 tons, 3s. 3d. additional; on all vessels above 20 tons, coming from

any Irish port, 3d. per ton register, late Irish currency.

PLANKAGE.—When required to discharge, 1s. 6d.; when loading, 1s. 6d. Sometimes vessels discharge, lying in the river, into boats or flats. No planks required.

Ballast.—1s. per ton; discharging, 2d. per ton, Irish currency. Depth of Water.—Spring tides, 11 feet; neap tides, 9 feet.

#### WEYMOUTH.

#### PILOTAGE.

From Weymouth to Portland Roads or Bay.—Vessels drawing under 8 feet water, 2s. per foot; 8 to 10 feet, 2s. 6d. per foot; and above 10 feet, 3s. per foot. The same pilotage is charged for vessels outwards.

Masters of ships taking a pilot at sea (which is optional to them), are paid as

follows :-

From St. Alban's Head, or Bill of Portland, to Weymouth, £2 2s.; if 3 leagues from the limits of Weymouth, £3 3s.; 6 leagues from the limits of Weymouth, £4 4s.; 10 leagues from the limits of Weymouth, £6 6s.

Ships not having British registers pay one-fourth part more of the rates of

pilotage than is stated in the above.

The pilot of any vessel shall, if required by the owner or master only, provide a boat with four men to attend her from the Roads to the quay, to tow her in or out, or carry ropes on shore, or the posts, &c. as may be necessary; for which service each man is to be paid 4s. per tide; the owner of the boat to be paid the same as a man.

HARBOUR DUES.—Vessels loading or unloading, 2s. each, and an additional sum of 1d. per ton register; vessels entering the harbour, and neither loading or unloading there, 1s. 6d.; stones removed from one ship to another in the harbour,

 $1 \frac{1}{4} d$ , per ton.

Ballast.—Removed from one vessel to another in the harbour, 10d. per ton; from the quay, or otherwise in the harbour, 1s.; put out on the quay, 4d. per ton; for every ton of ballast put out of one vessel into another in the harbour, the sum of 2d.

DEPTH OF WATER.—High water, spring tides, 16 feet; low water, spring tides, 9 feet. The winds from S.E. to N.W. add to the depth of water, and the northerly winds act on the contrary. The Town Council have two steam dredges working at the entrance of the harbour to deepen it, and intend to continue until they have 12 feet at low water.

#### WHITBY.

PILOTAGE.—For the winter half year, 1s. 6d. per foot; for the summer, 1s. 3d. per foot. Tide's work in harbour, 5s. Haulers as may be agreed on. The pier light is lighted when there are 9 feet water on the bar. The tide flag is hoisted on a staff on the west cliff, and shows same depth of water.

HARBOUR DUBS.—2s. 4d. each veseel, and bridge dues, 1s. 6d.

Ballast.—Either taken out or put on board, 1s. per ton.

DEPTH OF WATER ON THE BAR.—Spring tides, 16 feet; neap tides, 104 feet.

#### WHITEHAVEN.

#### PILOTAGE.

For ordinary assistance to vessels above	100 tons register, per trip, £0 4 0
' , under	100 " " 0 3 0
Piloting strange coasting vessels,	0 10 0
	1 1 0
And in cases of extra exertion, &c. in	stormy weather, to be paid such remu-
	mmittee of master mariners shall award.
	boat is stationed at the Old Quay watch-
	port, and also to give assistance to those
outward bound; charges as follow, viz.	
All vessels less than 15 waggons, 18. oa.	Vessels from 50 to 90 waggons, 3s. 6d.
Vessels from 15 to 20 ,, 2 0	" 90 to 100 " 4 0
Vessels from 15 to 20 ,, 2 0 ,, 20 to 30 ,, 2 6 ,, 30 to 50 ,, 3 0	Vessels of 100 waggons and up-
" 30 to 50 " 3 0	wards, 5 0
The same charges as above for vessels	s employing the harbour boat when pro-
ceeding outwards.	
	egister, 5s. 0d.
above 120	all vessels entering the port; but if
The harbour heat naid as above he	all wassals antoning the start, but if
The narroul boat paid as above by	an vessers entering the port; but if
not employed by those leaving it, no cha	arge is demanded.
Traym Drymy Voscale coming into	the harbour or driven in heretares of

LIGHT DUTY.—Vessels coming into the harbour, or driven in by stress of weather, or calling for orders, from any port whatever, whether with cargoes, or in ballast, are liable to a duty of 2d. per ton yearly, for paving and lighting the piers. The light house is placed on the new west pier head, has a revolving light, and is lighted from sunset to sunrise. The north pier-head forms the gate of the harbour, on which a tower is erected, and it is intended to place a light there, to be lighted during half tides. There is a red light in the inner harbour, lighted at half tides, as long as there are 9 feet water in the harbour. At the Old Light House, not now used, there is a red flag hoisted in the day time at half tides.

The Prince Albert steam tug tows vessels in and out of the port of White-haven at the following rates:—Towing outside the West Pier, 2d. per ton; abreast of Saltom Pit, 3d.; to St. Bees Head, 6d. For any further distance as per agreement. The Prince Albert may at any time be engaged for any specified port, or for parties of pleasure.

#### HARBOUR DUES.

Inwards.—From any part of Great Britain, Ireland, or the Isle of Man, whether bound here, or driven in by stress of weather, or calling for orders, the sum of 3d. per ton. From any other part of Europe, the Islands of Guernsey, Jersey, Alderney, Sark, the Faro Isles, or Iceland, 9d. per ton; but when driven in by stress of weather, or calling for orders, from any of the above places, 6d. per ton. From any part of Asia, Africa, or America, to the northward of the river La Plata inclusive, and to the northward of the Cape of Good Hope; from the Islands of St. Helena, Ascension, Cape de Verd Islands,

Canaries, Western Islands, Madeira, Azores, Newfoundland, Greenland, or Davis' Straits, 1s. 1½d. per ton; but when driven in by stress of weather, or calling for orders, from any of the above places, 9d. per ton. From any part of South America, to the southward of the river La Plata, from any port or place in the Pacific Ocean, or from any part of Africa or Asia, to the eastward of the Cape of Good Hope, 1s. 6d. per ton; but when driven in by stress of weather, or calling for orders, from any of the above places, 1s. per ton.

Outwards.—To any part of Great Britain, Ireland, or the Isle of Man, exempt from tonnage duty. To any other part of the world, 4½d. per ton; but if in bal-

last only, 21d. per ton.

Ballast.—All vessels arriving with ballast must discharge the same into hoppers (which are provided by the trustees of the harbour, for the purpose of taking such ballast out to sea, a sufficient distance from the harbour, to prevent any return thereof), for which they are chargeable with 6d. for every ton of ballast so discharged: and no vessel's ballast must be discharged into, or by or with any cart or carts, except in case of urgent necessity, such necessity being first made known to the pier master or his assistants, and leave in writing obtained from seven or more of the trustees.

DEPTH OF WATER.—Spring tides, from 18 to 19 feet; neap tides, from 10 to

11 feet.

John Collins, harbour master.

## WHITHORN, A CREEK IN THE PORT OF DUMFRIES.

#### HARBOUR BOAT CHARGES

Vessels at sea hoisting a flag for a pilot, with the intention of coming into the harbour, or any of the neighbouring ports, are charged  $10s.\ 6d.$ 

HARBOUR DUES.—On all British vessels entering the harbour,  $1\frac{1}{2}d$ . per ton; on all foreign vessels, 3d. per ton.

Ballast.—6d. to 8d. per ton.

The bay is more than a quarter of a mile long, and lies north and south, with good anchorage in fine weather, with the wind from S.W. to N.E., in from 4 to 5 fathoms water. At the entrance of the bay, on the S.W. side, extends a ridge of rocks, named the Screens, having a perch upon its extremity. On the N.E. side is erected a beacon with a flag-staff; when vessels are seen in the offing, apparently standing for the harbour, a flag is kept flying from half flood to half ebb. No dues are charged for the flag.

DEPTH OF WATER.—At the pier-head, spring tides, 20 feet; neap tides, 12 feet, more or less according to the weather. The harbour is sheltered from all

winds, and is commodious for vessels of large draught of water.

## WHITSTABLE, A CREEK IN THE PORT OF FAVERSHAM.

PILOTAGE.—There are no regular pilots or rate of pilotage at this place, pilots being seldom required. It sometimes occurs in gales of wind that assistance is rendered by the crews of fishing vessels, when their services are generally left to reference.

HARBOUR DUES.—By Act of Parliament, 1s. per ton can be charged, but 6d. per ton is the rate charged at present.

Ballast.—In the harbour, 1s. per ton. If vessels leave the harbour, they can have ballast for 1s. or 2s. per vessel, off the banks.

DEPTH OF WATER.—Spring tides, from 10 to 12 feet; neap tides, from 6 to 9 feet.

#### WICK.

Pilotage.—Vessels, old measurement,  $2\frac{1}{2}d$ . per ton; new measurement, 3d. per ton.

#### HARBOUR DUES.

Vessels or boats, being the property of her Majesty's subjects, inhabitants of the United Kingdom of Great Britain and Ireland, the following rates (except in the case of a composition, as aftermentioned), shall be levied each time such vessels or boats shall resort to, enter, or use the said harbour, viz.:—

If under the burthen of 15 tons, the sum of 1d. per ton.

If of the burthen of 15 tons, and under the burthen of 45 tons, the sum of 2d. per ton.

If of the burthen of 45 tons and upwards, the sum of 4d. per ton.

But for vessels coming in ballast there shall be paid only 2d. per ton. No vessel to be considered as being in ballast that has on board a part of a cargo, or any article that may have been cleared out at a Custom-house.

For any vessel that may remain in the harbour for a longer period at any one time than ten days during the fishing season---from the 1st of July to the 1st of November---there shall be levied additional tonnage duties, not exceeding the amount of the rates before-mentioned.

Duties on cargoes to be levied in addition to the above tonnage duties, from vessels exceeding the burthen of 15 tons, loading or unloading at the harbour, or works connected therewith, as follows:—

For salt, coals, or lime, ... ... ... 4d. per ton.

" Grain and meal, ... ... ... ... 1d. per boll.

" Herrings, ... ... ... 1d. per barrel.

" Other articles and commodities, ... 2d. per barrel-bulk, or five per cent. upon the freight of such articles as cannot be reduced to barrel-bulk; with the exception of hoops, staves, heading, burnwood, and empty casks, for which no duty shall be charged.

Not only the tonnage dues, but also the rates and duties on the cargoes of ships or other vessels loading or unloading in the harbour, are payable by the masters and owners of such ships or other vessels; and any master of a ship or vessel refusing to show the register, or to give an account of the cargo of such ship or vessel, when required by the collector of the harbour rates so to do, or giving a false account, shall forfeit and pay the sum of £5.

Composition of Tonnage Duties.—Vessels or boats under the burthen of 15 tons, engaged in the herring fishery, a composition of 8s. shall be taken, in full of tonnage duties for the fishing season; and for each of such vessels or boats, when owned by persons who are feuars in Pulteneytown, the composition for the fishing season shall be 3s. provided the owners are actually in possession of feu charters from the society. But neither feuars nor others can thus compound, unless the full amount of the composition shall be paid to the collector on or before the 29th of July in each year. Vessels or boats under 15 tons, arriving in the harbour after the 29th July, may, however, compound for the remainder of the fishing season, at the rate of 1s. 6d. each per week, provided such composition be paid to the collector, in advance, within two days after their arrival.

The owners of vessels or boats under 15 tons may compound for a whole year's tonnage duties on each, at the rate of 9s., or of 4s. for each boat belonging to persons in possession of feu charters from the society—provided such composition be paid to the collector, in advance, on or before the 5th January annually.

For each vessel or boat laid up in the harbour, or on any part of the quays, for a longer period than one month, between 1st November and 1st July, there shall be levied the sum of 5s., provided the owners shall not have compounded for the whole year's tonnage duties as aforesaid; and each vessel or boat, not having so compounded, that may be drawn or laid up for a longer period than one month, between the 1st of November and 1st July, upon the shore or sands on

the south side of the bay or river of Wick, (the property of the society), shall pay 6d. if under 15 tons, or 2s. 6d. if above that tonnage. The said sums to be paid to the collector, previously to the boats being so drawn or laid up; and if any vessel or boat shall be laid up on the quays, or upon any part of the said shore or sands, without permission from the collector, the owner of such vessel or boat shall forfeit and pay the sum of 40s.; to be recovered and applied as pointed out in the harbour act.

Vessels of 15 tons and upwards may compound for a whole year's tonnage duties, at the rate of eight voyages, provided such composition be paid to the

collector in advance.

Vessels of 45 tons and upwards not to be charged in any one year, on account of their tonnage, with more than the duty on ten voyages.

At the extremity of the south pier-head a red light is stationed for the ac-

comodation of boats during the fishing season.

Ballast-As may be agreed on; average charge, 7d. per ton.

DEPTH OF WATER .--- Spring tides, 10 to 11 feet; neap tides, 7 to 8 feet.

## WICKLOW, A SUB-PORT TO DUBLIN.

PILOTAGE.—Each vessel, including boats, £1 3s. 6d.

HARBOUR DUES.—Each vessel, 3s. 6d. BALLAST.—Per ton, 6d.

DEPTH OF WATER.—Spring tides, 8 to 9 feet; neap tides, 7 to 8 feet. A bill is now before Parliament to improve the harbour, so as to have 9 feet at low water.

## WIGTON, A SUB-PORT TO DUMFRIES.

PILOTAGE—As may be agreed on; very moderate.

HARBOUR DUES.—Vessels discharging or loading in the harbour, 1d. per ton register; vessels entering the river, but not using the harbour, one halfpenny per ton.

Ballast—As may be agreed on; very moderate.

DEPTH OF WATER.—Spring tides, 14 feet; neap tides, 10 feet.

#### WISBECH.

TOWAGE.

TOWNUE.												_
	V	esse	ıls,	whe		coal		den,	no	t dr	aw	in
	6 1	fect.	9	feet.	_			feet	13	feet	14	fe
FROM THE EYE	-		<u> -</u>		-		-	d.	-		-	_
To Cutton Wesh (helem Bridge) now foot	0	٠	6	9	3	6	2	Δ.	2	6	4	
Through Bridge or to the Foul Anchor	2	3	2	6	2	9	3	3	3	9	4	
To Walton Dam	2	6	2	9	3	0	3	6	4	o	4	
To Sutton Wash (below Bridge), per foot, Through Bridge, or to the Foul Anchor,	3	ō	3	3	3	6	4	0	4	6	5	
FROM WISBECH												
To Walton Dam	ı	6	1	9	2	0	2	6	3	0	3	
To the Foul Anchor, or above Bridge,	2	0	2	3	2	6	3	0	3	6	4	
Through Sutton Wash Bridge,	2	6	2	9	3	0	3	6	4	0	4	
To the Light Houses, Ballast Ground, or Eye,	3	0	3	3	3	6	4	0	4	6	5	
IN MODERATE WEATHER.												
From the Eye to the Westmarknock Beacon, or vice			ı									
versa,	0	9	1	0	1	3	1	6	2	0	2	
rrom the Eye to the Bar Buoy, or vice versa,	1	6	1	9	2	0	2	6	3	0	3	
Roaring Middle Buoy, or vice versa,	3	0	3	3	3	6	4	0	4	6	5	- 1

Passengers to or from Wisbech and Sutton Bridge,..... 1s. each.

Passengers to or from Wisbech and the Eye, ............ 2s. each.

Light vessels pay (per foot) for the water they draw when in ballast...

Timber-loaded ships from abroad, as well as other vessels which draw more than 14 feet, when coal laden, are towed by agreement.

Vessels which draw more than three inches over the foot pay for a half foot, or

nine inches, for a foot.

Outward-bound vessels towed to the light houses, and staying there by reason of contrary winds or otherwise, and afterwards towed out, pay half the rate from Wisbech to the Eye, but in no instance is either of the boats to take any of them in tow to the hindrance of other vessels requiring to be towed up or down the same tide. Other vessels towing out from the light houses (not having been towed down there) pay the same rate as from Sutton Bridge.

Any master or other person giving a wrong account of the draught of water of

his vessel, is charged double towage.

Turns. Inwards.—The first vessel over the bar with a jack hoisted at the main-mast, half-mast high, to have the preference from the Eye; and any vessel requiring the boat to proceed to her, to hoist another signal under the jack upon the same haulyard. Outwards.—Vessels will be towed in rotation according to their turn, which will be claimed by first payment of towage, and naming the tide for towing down. To prevent disputes arising, the manager will number the receipts so as to shew the turn.

Any vessel in turn refusing, neglecting, or not being ready to go when the boat is ready, to forfeit her turn to all other vessels which may be ready when she

wants to go.

Any person on board any boat or vessel towed by the steamer, or by any vessel in tow of the steamer, more than the usual crew and pilot, to be charged 1s. each; which will be strictly enforced, and charged with the vessel's towage.

The Company will not be answerable for any damage which vessels may do or

receive whilst towing.

No fees or perquisites of any kind whatever allowed to be taken by the master

or any other person.

The masters of the boats have positive orders not to take in tow any outwardbound vessel without a receipt being shewn of the towage having been paid, excepting vessels taken up by the way, between Wisbech and the Eye, in which case the towage must be paid to them.

Vessels taken up on the river, between Wisbech and the Eye, and vice versa, are to have their tow rope made fast from their bow next to the shore, and held

stern to the tide.

No vessel will be taken in tow nearer than 600 yards from the Bridge. As the steam boats cannot back astern when they have ships in tow, it is particularly requested that masters of vessels will have a round turn taken with their tow ropes to their bit heads—say at 30 fathoms—it having often occurred that a turn cannot be taken when the steam boats are towing vessels with a strong stream.

N.B.—By taking the steam boats, all pilotage is saved, except ships from foreign. PILOTAGE.—Vessels from foreign parts, 1s. 6d. per foot from the Eye to Sutton Bridge, and through as far as Kinnersley Cut. Masters of British vessels, coastwise, may stand their own pilot. Vessels bound to this place generally take men to assist them up the river, and are paid by agreement. Vessels from 40 to 50 tons generally pay 12s. up and down; and from 50 to 100 tons, £1. These as well as horses can be had when captains prefer them to the steam boats. The charge for horses, up and down, for vessels of 50 tons, 15s.; 80 tons, £1; and 100 tons, £1 5s. to £1 10s.

HARBOUR Dues.—Vessels coal loaded, 9d. per ton, delivered; vessels otherwise loaded, 9d. per ton register.

TIDE'S WORK.—Each man, 2s. 6d. BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, 16 feet; neap tides, 10 feet.

The local lights paid here are Lynn Well Float, 1d. per ton, and Hunston Light, 2½d. for every five tons.

#### WOODBRIDGE.

PILOTAGE.—Sea pilotage, British vessels, 1s. 6d. per foot; foreign vessels, 2s. per foot. River pilotage, the same as above charged in addition.

HARBOUR DUBS.—There is a Trinity House charge of 1s. per ton on vessels under 50 tons; 2s. per ton on vessels under 100 tons; and 3s. per ton on vessels 100 tons and upwards. No charge for vessels entering the harbour wind-bound or otherwise.

BALLAST.—8d. per ton.

DEPTH OF WATER ON THE BAR.—Spring tides, 14 feet; neap tides, 10 to 11 feet.

#### WORKINGTON, A CREEK IN THE PORT OF WHITEHAVEN.

Towage.—The Union steam boat sails between this port and Liverpool weekly, arriving on Tuesday, and sailing on Wednesday, and tows vessels out occasionally when wanted. Charge as per agreement.

PILOTAGE.

There are no regular pilots at this port, but a harbour boat is in attendance each tide. Charges as under:—

#### Inwards.

Vessels from foreign, without any reference to tonnage,...... 10s. 6d. per vessel.

Outwards.

Vessels for foreign, without any reference to tonnage, 5	0 "
Inwards.	Outwards.
Coasting vessels, 1s. 6d.	. 1s. 0d.
; 20 and under 30 tons, , 2 0	2. 0
" 30 and under 40 tons, " 2 6	20
,, 40 and under 60 tons, ,,	26
,, 60 and under 100 tons, ,, 4 0	3 0
" 100 and under 160 tons, " 4 6	3 6
160 and unwards 5 6	5 0

Vessels requiring the harbour boat are to make a signal, in daylight, by a weft (where best seen) without the harbour, and, during the night, by a light in a lantern under the bow of the vessel, so that it may be known for a light for the harbour boat.

HARBOUR DUES.	Per	ton
From any port in Great Britain, Ireland, and the Isle of Man-for each	۸.	,,,
voyage,	Us.	5d.
From any other port of Europe, the Islands of Guernsey, Jersey, Alderney, Sark, the Faro Isles, and Iceland—for each voyage,		9
From any port in Asia, Africa, or America, to the northward of		
Rio de la Plata inclusive, and to the northward of the Cape of Good		
Hope, the Islands of St. Helena, Ascension, Cape de Verd Islands,		
Canaries, Western Islands, Madeira Azores, Newfoundland, Green-		
land, and Davis' Straits—for each voyage,	1	0
From any part of South America to the southward of Rio de la Plata,		
the Pacific Ocean in Africa and Asia to the eastward of the Cape of		
Good Hope, or from any other part of the world,	1	6
Foreign vessels, not privileged, double the above rates.	_	_

Anchorage.—Vessels upwards of 30 tons, 4s.; under 30 tons, 2s. each vessel.

Vessels entering the harbour of Workington by stress of weather, for safety only, and departing again without discharging or taking in any fresh loading, are exempt from the harbour dues, but not from the anchorage.

Ballast.—Vessels putting out ballast, 10d. per ton; vessels requiring ballast pay the same.

DEPTH OF WATER.—At spring tides there are from 15 to 18 feet of water, but often runs higher with a southerly wind; neap tides, from 8 to 10 feet at high water.

Vessels entering the harbour of Workington should always keep to the perch, or north side of the harbour. The first perch has a cask placed upon it. The buoys are placed on the south side of the channel, and the perch to the north of the channel. Vessels can sail into the harbour with southerly, westerly, and N.N.E. winds. The river lies E.S.E. and W.N.W. Vessels coming into the harbour should always carry plenty of canvas, more particularly with a scarce wind.

A red flag is hoisted in the day time on a pall upon the top of the hill near to the entrance of the south side of the harbour, and a fixed light at the entrance of the harbour on the pier, lighted with gas, on the south side of the channel, together with a leading light during the night. The flag is hoisted when there are 3 feet of water in the channel, and remains until the tide ebbs to 8 feet of water; and the lights are lighted, and remain in the same way during the night.

Workington is a safe harbour, and is allowed by competent judges to be one of the best harbours in Cumberland. An Act of Parliament has lately been ob-

tained for improving and repairing it. Edward Smith, harbour master.

## YARMOUTH (GREAT).

TOWAGE,

Weather permitting, if otherwise, a Blue Flag will be hoisted on board the Tug,
or at the Office.

From	Quay to Pier-head, Loaded.	Quay to Sea, Loaded.	Pier to Sea, if towed down by Tug.	Pier to Sea, if not towed down by Tug.	Quay to Pier, in Ballast.	Quay to Sea, in Ballast.
Under 50 tons, 50 & under 60 ,, 60	L. s. d. 0 9 0 0 10 0 0 12 0 0 16 0 0 18 0 1 1 0 0 1 4 0 0 1 6 0 1 1 1 0 1 2 0 1 1 4 0 1 1 5 6 1 14 0 1 15 6 1 17 0 1 18 6 2 0 0 0 2 2 0	L. s. d. 0 13 0 0 14 0 0 16 0 0 18 0 0 1 0 0 1 5 0 0 1 5 0 0 1 7 0 1 10 0 1 10 0 1 10 0 1 13 6 1 12 0 1 13 6 1 15 0 1 16 6 1 18 0 2 0 0 2 2 6 0 2 2 8 0 2 10 0	L. a. d. 0 7 0 0 8 0 0 9 0 0 10 0 0 11 0 0 0 12 0 0 15 0 0 16 0 0 17 0 0 18 6 0 19 0 0 19 6 1 0 0 1 2 0 0 1 1 2 0 0 1 1 2 0 0 1 1 2 0 0 1 1 5 0 1 1 1 1	1. s. d. 0 8 0 0 9 6 0 11 0 0 12 6 0 14 0 0 15 0 0 18 0 1 0 0 1 1 0 0 1 1 5 0 1 6 0 1 7 0 1 1 8 0 1 1 9 0 1 11 0 1 15 0 1 15 0 1 17 0 2 0 0	L. a. d. 0 7 0 0 7 6 0 8 0 0 8 6 0 10 0 0 10 6 0 12 0 0 15 0 0 15 0 0 15 0 0 18 0 0 19 0 1 1 0 0 1 3 0 0 1 4 0 0 1 5 0 0 1 7 0 0 1 8 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 5 0 0 1 1 5 0 0 1 1 5 0 0 1 1 5 0 0 1 7 0 0 1 1 7 0 0 1 1 5 0 0 1 7 0 0 1 1 5 0 0 1 7 0 0 1 1 5 0 0 1 7 0 0 1 1 5 0 0 1 7 0 0 1 1 5 0 0 1 1 5 0 0 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 5 0 0 1 1 7 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	L. s. d. 0 11 0 0 11 6 0 12 0 0 15 0 0 18 0 1 1 0 0 1 1 1 0 0 1 1 5 0 0 1 6 0 1 1 5 0 1 1 1 0 6 1 1 2 0 1 1 1 6 0 1 1 1 8 0 2 0 0

Fishing boats pay, from Quay to Sea, 10s; from Quay to Pier, 7s.; and from Pier to Sea, 7s.

<sup>\*</sup> Vessels above this tonnage in proportion.

Vessels wanting to be towed, to be booked at the office of Mr. Thomas Clarke, opposite the ballast quay, giving the draught of water and tonnage; and such vessel to take her regular turn, when circumstances will admit, having first deposited one-fourth of the fare, or the turn-book signed by the master or owner; the same to be forfeited in case the tug is not required. Any person giving a wrong draught of water of any vessel, on proof thereof, pays double fare.

No vessel to be considered in turn until there is sufficient water; and if the vessel in turn is not outside ready, or gets aground, the steam tug to leave her

and take the next in turn.

Vessels getting aground towing up or down the harbour, and not getting off the same tide, pay full fare, and half fare for every tide the steam tug is ordered after.

Vessels towed round the second dolphin pay the same as if towed to sea. If towed in from sea off the pier and up to town, they pay the same rates as charged downwards.

On towing any vessel down to the harbour's mouth, and others being there ready to be towed in or up, the tugs tow such vessels without interfering with the turn at the office; and vessels wanting to be towed up from the pier apply to Mr. J. Hex, deputy pier-master.

Vessels in ballast or light draught of water cannot be towed on the top of the tide, in their turn, if vessels of a greater draught are wanting to be towed, but will be towed before or after high water for the accommodation of trade.

Vessels clearing at the town or custom-house pay the loaded fare.

The charge for towing down is paid in advance, to prevent delay at the harbour mouth or at sea.

Vessels coming in with damage, or vessels wanting to be towed when the weather is bad, the rates for towing such to be previously agreed for, or settled by reference.

Masters of vessels requiring the steam tug, peak the top-gallant yard, or hoist a ball, bucket, or basket, where it is best seen.

If wanting to be towed in the night, half an hour's notice must be given on board the tug.

Vessels not belonging to the Port of Yarmouth pay according to agreement, unless entered at the steam tug office by the muster or agent, on arrival, and pay the steaming deposit.

The owner of the steam tugs is not answerable or accountable for any damage

done to vessels by towing.

PILOTAGE.—8 feet and under, 1s. 9d. per foot; above 8 and under 12 feet, 2s.; 12 feet and upwards, 3s. Five per cent. additional to be charged by order of the Board of Trinity House, 15th Feb. 1841.

#### HARBOUR DUES.

For every vessel which shall enter the haven of Great Yarmouth, or which shall depart from the said haven laden with any goods or articles of commerce (except vessels entering the said haven for protection or refuge only, and not for the purposes of trade, and fishing vessels with their catch of fish), 2d. for every ton of the burthen of such vessel.

For every vessel which shall load or unload any goods or articles of commerce (except fishing vessels their catch of fish) in Yarmouth Roads, extending from the south part of the town of Scratby, to the north part of the town of

Corton, 2d. for every ton of the burthen of such vessel.

No vessel having paid the aforesaid duty in respect of her entrance into the said haven laden, or in respect of her having unladen any cargo in the said roads, is liable to pay such duty on her first departure from the said haven laden, or on her first loading in the said roads next after the payment of such duty, and no vessel having paid such duty in respect of her departure from the said haven laden, or in respect of her having loaded in the said roads, is liable to pay such duty on her first entrance into the said haven laden, or on her first un-

lading in the said roads (as the case may happen), next after the payment of such duty, except where such vessel shall, between her departure from and entry into the said haven laden, or between her loading and unloading in the said roads, have entered into and departed from such haven or roads, light or in ballast, and except where such vessel shall after her departure from the said haven or roads with a cargo, and delivering it at her destined port, have traded to any other port or place.

For every vessel that shall enter the said haven, upon her first entry in each and every year, in addition to the other duties payable by the act, one halfpenny

for every ton of the burthen of such vessel.

For every vessel laden or unladen which shall enter the said haven for protection and refuge, and not for the purpose of trade, 2d. for every ton of the burthen of such vessel, to be paid but once in respect of the same voyage, and not to be demanded of vessels on the same voyage on which the first mentioned duty has been paid by such vessels.

Every vessel (except fishing-boats belonging to the port of Great Yarmouth, engaged in the fishing) arriving in the haven, for the use of the pier-master, 1s.

Ballast.—11d. per ton. No person shall empty ballast into this haven, or on any of the quays or wharfs belonging to it (except in places to be appointed for that purpose), under a penalty not exceeding £10.

DEPTH OF WATER.—Depends much on the winds. If the wind be southerly, there are about 11 feet on the bar; if N.W. strong, and spring tides, there are about 13 to 15 feet, and about five feet rise and fall.

M. Butcher & Son, surveyors of shipping and general commission agents, King Street.

# YARMOUTH (LITTLE), A CREEK IN THE PORT OF COWES, ISLE OF WIGHT.

PILOTAGE.—2s. per foot; but there being no foreign trade here, vessels are brought in for the same rate as for towing, not being bound to take a pilot.

TOWING.

Vessels 20 to 30 tons, ...... £0 5 0 | Vessels 40 to 50 tons, ...... £0 10 0 , 30 ,, 40 ,, ...... 0 7 0 | ,, 100 and upwards, .... 1 0 0 HARBOUR DUES.—Vessels under 50 tons, 1s.; 50 and under 100, 2s. 6d. 100 and upwards, 5s.

Ballast.—1s. 6d. per ton.

Depth of Water on the Bar.—Spring tides, 12 feet; neap tides, 91/2 feet.

## YOUGHAL, A SUB-PORT TO CORK.

PILOTAGE.—As may be agreed on, the charges are from 5s. to £1, and depends entirely on the weather.

HARBOUR DUES.—Anchorage for vessels with one mast, 1s.; two masts, 1s. 8d.; vessels wind-bound the same.

BALLAST.—2d. per ton on the quantity taken in or discharging. The charge for ballast put on board, 6d. to 7d. per ton.

No charge for quayage. A few private postages charged, from 2s. 6d. to 5s.

PLANKAGE.—For discharging and loading, 2s. 6d.

DEPTH OF WATER.—Spring tides, from 18 to 20 feet; neap tides, from 14 to 16 feet. Should the wind blow hard from the southward, the tide increases from 2 to 3 feet. There are two channels, east and west; very little difference in the depth of water. The east channel is the safest to run for.

Several meetings have been held, preparatory to making application to Parliament next session, for a local act for the improvement of the quays, docks, and harbour, which is much wanted.

## APPENDIX.

## ABERFFRAW, A CREEK IN THE PORT OF BEAUMARIS.

Vessels discharge on the beach. There are no charges at this place, and hallast can be got for the taking.

## ANGERTON—(See End of Appendix.)

## AXMOUTH, A CREEK IN THE PORT OF LYME.

Pilotage.—3d. per register ton in and out inclusive.

HARBOUR DUES.—Vessels the burden of 10 tons and upwards, 2d. per register ton; boats and vessels under 10 tons, 1s. each; vessels laid up in the harbour, 2d. per register ton per month, after the expiration of the first month.

BALLAST DUES .- 4d. per ton.

DEPTH OF WATER.-Spring tides, 10 to 12 feet; neap tides, 7 to 9 feet.

## BALTIMORE—(See End of Appendix.)

## BANGOR, A CREEK IN THE PORT OF BEAUMARIS.

PILOTAGE.—On vessels drawing 11 feet water and under, from outside the Sound into the Bay, or into Conway, 2s. 6d. per foot, and 6d. per foot for every additional foot above 11 feet. From inside the Sound into the Bay, 3s. per foot, and 6d. per foot for every additional foot above 11 feet. For the pilotage outwards, 2s. per foot, and 6d. per foot for every additional foot above 11.

Should the pilots be landed at Great Ormshead, an extra charge of £2 2s.; if taken out of the limits of his licence to Chester or Liverpool, £3 3s.; but in case the pilot should happen to have charge of the vessel to either of the said places, £5 5s. The sum of 7s. 6d. for every day such pilots are detained on board, in consequence of the vessel performing quarantine, or detained under any other restrictions or circumstances such vessel may be liable to.

HARBOUR DUES .- To be paid in coming up the river, where the vessel is boarded—the charge on vessels under 50 tons, 1s. 6d.; vessels above 50 tons, 2s. 6d., being for Beaumaris.

Ballast.—Vessels arriving at Bangor, to load slates at Port Penrhyn, may discharge their ballast on the ballast-bank, under the direction of the harbour master, free of any charge. Vessels requiring ballast may have it free of charge from the ballast-bank, but permission must be obtained from the harbour master, who will direct the master where to take his vessel,

DEPTH OF WATER.—Vessels of any size, not exceeding 250 tons burden, can load at the quay, where there are 15 feet water at ordinary spring tides; vessels of a larger class anchor out in the river, about three quarters of a mile from the quay, where the slates are lightered out to them; the expenses attending this depend on circumstances.

Vessels coming here to Ioad slates are loaded in turn for the same slates ac-

cording to the date of their arrival.

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#### BEAUMARIS.

PILOTAGE.—Vessels 10 feet and under, 2s. 6d. per foot; vessels from 10 to 12 feet, 3s. per foot; and 6d. additional for every foot of water the vessel draws, until it reach 7s. per foot.

HARBOUR DUES.—Vessels under 50 tons, 1s. 6d. each vessel; 50 and upwards, 2s. 6d. each; vessels from foreign pay double the above. Steam boat towing as may be agreed on.

DEPTH OF WATER.-Spring tides, 30 feet; neap tides, 15 feet.

There is a good light house on the entrance at Black Point. Vessels bound to this harbour, or the Straits of Menai, pay one halfpenny per ton of light dues; vessels passing or coming in wind-bound, 6d. each.

# BLYTH, OR BLYTH NOOK, A CREEK IN THE PORT OF NEWCASTLE-UPON-TYNE.

PILOTAGE.—For the winter half-year, from 1st October to 1st April, 1s. 6d. per foot; for the summer half-year, 1s. 3d. per foot.

STEAM TUG—Light vessels from roadstead to harbour, 1s. 6d. per keel; loaded vessels, from the harbour to sea, 2s. 6d. per keel.

HARBOUR DUES AND MOORINGS .- 2s. 6d. each vessel.

PIER LIGHTS.—Vessels not exceeding 50 tons, 3s. each vessel; exceeding 50 and not 100 tons, 5s.; exceeding 100 tons, 7s. 6d. The light is lighted by night when there is 8 feet water. A flag is hoisted by day to show same depth of water.

Ballast.—Discharged at the crane, 1s. 2d. per ton.

DEPTH OF WATER.—Spring tides, 13 to 15 feet; neap tides, 8 to 10 feet. George Wood, harbour master.

## BRIDLINGTON—(See End of Appendix.)

## BUGILT OR BAGILT, A CREEK IN THE PORT OF CHESTER.

Same charges as at Flint. See Flint, page 60.

## CAERMARTHEN, A SUB-PORT TO LLANELLY.

PILOTAGE.—Vessels under 100 tons, from 5s. to 12s. up and down the river. Vessels arriving from foreign ports are boarded by the Tenby pilots, outside the bar, who charge from £3 to £4 for bringing them up to their proper anchorage.

HARBOUR Dues.—Sloops, 1s. 6d.; schooners, 2s. 6d.; brigs, from 3s. to 5s. according to the tonnage.

PLANKAGE .- ls. per vessel.

BALLAST .- ld. per ton.

The Corporation have made an application to Parliament for an Act to deepen the river, when which is done, they intend levying a small tonnage duty from each vessel.

DEPTH OF WATER ON THE BAR.—Spring tides, from 20 to 24 feet; neap tides, 12 to 14 feet; and 10 feet alongside the quay. There are two or three pools between the entrance of the river and the quay, where vessels from 250 to 350 tons discharge.

### CAERNARVON, A SUB-PORT TO BEAUMARIS.

Towage.—There are steamers plying betwixt this and Liverpool several times a-week, and should they be required for towing, the charge would be £2 10s. per hour.

#### PILOTAGE.

From the Outermost Buoy on the Bar to the Anchorage off the Town, or the Lawful Quays.

Yessels -	drawi	ng 7	feet,	£0	158	. 0đ.	Vessels	drawing	13	feet,	£1	10s	0d.	
,	"	8	,,	•	15	0	,,	ע	14	,, ·		15		
"	"	9	"	0	17	0	72	**	15	"	2	5	0	
,,	"	10	"	0	18	0	"	>>	16	29	2	10	0	
"	"	11	"	1	0	0	27	,,,	17	22	3	0	0	•
22	2)	12	"	ì	5	0	"	"	18	"	4	Q	0	

Pilots boarding vessels outside, or to seaward of the outermost buoy on the bar, shall, in addition to the above named rates, be entitled to receive a further sum of 1s. 6d. per mile for the extra distance they shall have been employed from sea to the said buoy.

From the Anchorage off the Town, or the Lawful Quays, to the Outermost Buoy on the Bar.

Vessels drawing 7 feet,				£0	158	. 0d.	Vessels d	£0	18s	0d.			
"	,,	8	,,	0	15	0	,,	22	14	,,	1	0	0
"	"	9	"	0	16	0	"	,,	15	"	1	5	0
"	"	10	"	0	16	0	"	,,	16	22.	1	10	0
,,	27	11	"	0	17	0	,,	"	17	×	1	<b>15</b>	0
"	"	12	,,	0	17	0	"	"	19	,,	2	0	0

From the Anchorage off the Town, or the Lawful Quays, to Port Dinorwic, or Moel y don, and vice versa.

Vessels d	lrawin	g 7 f	eet,	£0	38,	. 0d.	Vessels	drawing	13	feet,	£0	68.	Od.	
"	"	8	33	a	3	0	,,	"	14	"	0	6	0	
"	,,	9	"	0	4	0	"	"	15	29	0	7	0	
<b>,,</b> .	"	10	,,	0	4	0	"	33	16	,,	0	8	0	
"	"	11	,,	0	5	0	"	"	17	"	,Q	9	0	
,,	"	12	"	Ó	5	0	"	"	18	"	0	10	0	

From the Anchorage off the Town, or the Lawful Quays (no Swellies Pilot offering), to Cadnant through the Swellies, and vice versa.

Vessels	drawin	g 7 f	eet,	£0	6s.	0d.	Vessels of	lrawin	g 13 f	eet,	£0	12s.	0ď.
,,	"	8	,,	0	6	0	"	>>	14	,,	0	12	0
"	,,	9	,,	0	8	O.	,,	"	15	"	0	14	0
,,,	,,	10	,,	0	8	O	>>	"	16	,,	0	16	0
"	"	11	"	0	10	0	"	"	17	,,	0	18	0
"	"	12	"	0	10	0	•>	,,	18	"	1	0	0

From Port Dinorwic, or Moel y don, (no Swellies Pilot offering), to Cadnant through the Swellies, and vice versa.

Vessels	drawir	g 7 1	feet,	£0	48	. 0d.	Vessels	drawing	g 13 f	eet,	£0	78.	0d.
. "	,,	8	,,	0	4	0	"	"	14	,,	0	7	Q
"	,,	9	,,	0	5	0	,,	, ,,	15	"	0	8	0
"	"	10	"	0	5	0-	,,	"	16	,,	0	9	0
"	"	11	,,	0	6	0	,,	,,	17	"	0	10	0
19	,,	12	,,	0	6	0	- ,,	**	18	,,	0	11	Q

For half a foot exceeding the above draughts of water, the medium between the above rates. For intermediate distances, a proportionate rate.

Vessels not having British registers are to pay one-fourth more than those having British registers, except when such first mentioned vessels shall by

any order of Her Majesty's most Honourable Privy Council be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British vessels, in which case such vessels not having British registers shall pay the like rates of pilotage only as are payable by those having British registers, HARBOUR DUES.

HARDOOR DOES.			
For all vessels belonging to foreign subjects, coming from foreign por and unloading their cargoes within the limits of the port of Caern	rts,		
		۸.	
von, per ton,		US.	6d.
But if only unloading part of their cargoes, and proceeding	to		
another port with the remainder, per ton,		0	41
For all vessels belonging to foreign subjects, loading within the lim	its		•
of the said port, with slates or any other merchandize, per ton,		0	6
For all vessels belonging to foreign subjects, passing or saili		•	•
through the Straits of Menai, or arriving at or in the said port,	bУ		
stress of weather, or otherwise, without unloading all or any part	01	_	_
their cargoes within the limits of the said port, per ton,		0	3
For all vessels belonging to Her Majesty's subjects, coming from fore	gn		
parts (Ireland excepted), unloading their cargoes within the limits	of		
the said port, per ton,		0	3
But if only unloading part of their cargoes, and proceeding	to		
another port with the remainder, per ton,		0	2
And if only coming to the said port by stress of weather, or oth	OF-	•	_
wise, sailing through the said Straits, per ton,		0	11
		U	14
For all coasting vessels unloading within the limits of the said po			_
per ton,	• • • •	)	2
But if only unloading part of their cargoes, and proceeding	to		
another port with the remainder, per ton,		0	1
For all coasting vessels unloading within the limits of the said po	rt,		
having above one-half of their cargoes of coal or culm, and the	re-		
mainder of any other goods, wares, or merchandize, per ton,		0	1
For all vessels loading, within the limits of the said port, with slat	es.	_	
copper ore, corn, or any other merchandize, bound to any foreign par	rte		
Ireland, or coastwise, per ton,		0	11
Tien all constinue magnets lorden on worth lorden with seads (see seathing		Ÿ	11
For all coasting vessels, laden or part laden, with goods (except lin	16-	_	
stone, sand, and manure), passing through the said Straits,	•••	Û	1
But if laden with limestone or in ballast, per ton,	***	0	03
PLANKAGE.—1s. each.			

Ballast—when required—is generally sand off the banks in the harbour, for which there is no charge.

DEPTH OF WATER ON THE BAR.—Spring tides, 20 feet; low water of the same tide, about 3 feet. Neap tides, on the bar, about 13 feet; low water, same tide, about 6 feet. The depth of water in the harbour, at spring tides, is about 15 feet, and at low water of the same tide the harbour is dry, except when there is a fresh in the river. Neap tides in the harbour, about 8½ feet.

## CHARLESTOWN, A CREEK IN THE PORT OF FOWEY.

PILOTAGE.—No fixed rates. Vessels carrying about 50 tons, 8s.; 80 to 100 tons, from 10s. to 12s.; 120 to 160 tons, from 14s. to 16s.; 180 to 200 tons, from 18s. to £1 1s.

HARBOUR Dues.—2d. per ton on register tonnage.

Ballast.—3d. per ton on quantity; also, 5d. per ton for carts carrying it away.

Buoys.—Vessels not exceeding 30 tons, 6d; from 30 to 100 tons, 1s.; from 100 to 150 tons, 1s. 6d; above 150, 2s. each voyage.

DEPTH OF WATER. - Spring tides, 15 feet; neap tides, 10 feet.

## CLARE, A CREEK IN THE PORT OF LIMERICK.

PILOTAGE—As may be agreed on. HARBOUR DUES .- Vessels under 100 tons burthen, 5s. each; above 100 tons, 8s. BALLAST—6d. per ton.

## CLEVELAND PORT—(See End of Appendix.)

## CLIFDEN, A CREEK IN THE PORT OF GALWAY.

PILOTAGE—As may be agreed on. The charge is usually 15s. off the coast to the roads or anchorage; from anchorage to quay, £1. The pilot, Thomas King, takes vessels in from anchorage, and leaves them off the coast for the above sum. There is no difference as to size of vessels.

HARBOUR DUES .- There are no harbour dues. The person who keeps the wall clear is paid 5s. for each vessel discharging at the quay; no charge for vessels wind-bound or in ballast.

Boats used for the purpose of lightening vessels of deep draught of water, at low neap tides, 1s. per ton.

Ballast.—6d. per ton.

with good holding ground.

DEPTH OF WATER.—Spring tides, generally 12 feet; in very fine weather. 11 feet; and in blowing weather, sometimes, 14 feet. Neap tides, about 7 feet. There are no steam tugs. When the wind is fair, vessels are sailed to the quay;

when contrary, they are warped from anchorage, a distance of half a mile.

The anchorage is good in all weather, as the bay is sheltered from every wind,

## COCKENZIE, A CREEK IN THE PORT OF LEITH.

This harbour is the property of Messrs. W. & H. F. Cadell, constructed by them about eight years ago, for the purpose of shipping coal from their extensive collieries. A large trade in coal, both coastwise and for foreign is now carried on here. Although the harbour is private property, vessels are occasionally admitted to discharge cargoes on applying to the proprietors.

PILOTAGE.—A pilot is always in attendance to bring in and take out vessels

which load coal, free of any charge.

HARBOUR DUES.—No harbour dues or any other charges are paid on vessels which load coal here.

DEPTH OF WATER.—At spring tides, 14 to 15 feet; neap tides, 91/2 to 101/2 feet.

#### COLCHESTER.

PILOTAGE.

Limits-From a line drawn from the Naze Tower to the Buoy of the Gunfleet, up the Colne river to Colchester, and vice versa. From Eastness to Pyefleet, 1s. 3d. per foot. From Pyefleet to Wivenhoe, 1s. 6d. per foot.

The outward voyage to be, in all cases, the same as the inward pilotage. Vessels not having British registers or privileged, pay one-fourth more than the

The pilots are to cruize between Eastness and a line drawn from the Naze Tower to the Buoy of the Gunfleet; and if any pilot shall be required to take charge of any vessel to the eastward of Eastness, he is to be paid 1s. for every mile he shall conduct such vessel to the eastward thereof, not exceeding the above-mentioned line.

#### HARBOUR DUES.

All vessels (except those laden with coal, culm, or cinders) coming into or going out of the river between the Hythe of Colchester, and the town of Wivenhoe, with cargoes (in and out)-

Not ex.	50 tons.	. Ex	. 50 tor	15.		
Vessels belonging to the port,	$1\frac{3}{4}d$ .	•••	$2\frac{3}{4}d.$	reg.	ton.	
not belonging to the port	$2\frac{3}{4}d$ .	•••	$5\frac{3}{4}d$ ,	"	"	
British vessels from foreign, and foreign privi-						
leged vessels,	$5\frac{3}{4}d$ .	•••	$5\frac{3}{4}d$ .	,,	"	
American are to 6d non-marcal american to of 7	Wirron	100				

Anchorage, 1s. 6d. per vessel; moorings, 1s. at Wivenhoe.

Coals, culm, and cinders landed at Wivenhoe or at the Hythe, or in any place or places between Wivenhoe and the Hythe, or between Wivenhoe and the sea, provided the same coals, culm, or cinders so landed at or between Wivenhoe and the sea, come to or pass through the said town of Colchester or the liberties thereof, 9d. per ton.

Ballast.—At Wivenhoe, 1s. 3d. per ton; at the Hythe, Colchester, 1s. 6d. per ton.

DEPTH OF WATER.—Spring tides at Wivenhoe, 151 feet; neap tides, 101 feet. The Hythe, Colchester, at spring tides, 10 feet; neap tides, 5½ feet.

#### COLERAINE.

#### PILOTAGE. To Colcraine Quay.

Vessels under	10	tons,		£0	4	0	Ves	sels und	er 65	tons,		£1	2	6
10 and under	15	,,		0	6	0	65	and und	er 70	,,		1	5	0
15 ,,	20	"		0	7	0	70	,,	75	"	•••••	1	7	6
20 ,,	25	"		0	9	0	75	"	80	"	•••••	1	10	0
25 "	30	"		0	11	0	80	,,	85	"	, , , , , ,	1	12	6
30 "	35	"		0	13	0	85	"	90	"		1	15	0
35 "	40	"	•••••	0	15	0	90	22	95	"		1	17	6
40 ,,	45	,,		0	16	0	95	"	100	"		2	0	0
45 ,,	50	"		0	17	0	100	"	110	"	•••••	2	2	6
50 ,,	55	,,		0	18	0	110	,,	120	"		2	5	0
55 "	60	"		1	0	0	120	and upv	wards,		******	2	10	0
60 "	65	,,	• • • • • •	1	2	,6								

Foreign vessels are charged one-fourth more.

A vessel is considered piloted into Coleraine when she is safely moored at her discharging berth; and should the master of the vessel or harbour master require her to be taken into the inner harbour, it is the duty of the pilot to do so, and there moor her safely. After the vessel is so moored, and the master calls on the pilot for assistance, he is then to get 2s. per tide's work.

HARBOUR DUES.—Vessels from foreign, 1s. per ton; vessels coastwise, 6d.;

pleasure yachts and boats belonging to Coleraine, £1 1s. per annum.

Ballast.—Sand, per ton, 1s.; earth or gravel, 1s. 3d.; stone, 2s.—including cartage and porterage. Ballast supplied by the harbour master, and persons procuring it otherwise are liable to a penalty of five pounds. Masters of vessels having ballast on board, must apply to the ballast master to land and carry it away, for which 6d per ton is charged.

DEPTH OF WATER .-- On account of the bar at the mouth of the Bann, small vessels only can get up to this place.

CONWAY, OR ABERCONWAY—(See End of Appendix.)

#### CROMER, A CREEK IN THE PORT OF CLAY.

Vessels discharge at this place on the beach, and the following are about the average charges, but recommend an agreement to be made.

PILOTAGE.—To and from the beach, 12s. each vessel. Use of boats, moorings, capstan, &c. 10s. 6d.

Ballast .-- 1s. per ton.

Cargoes, say about 90 tons, are generally delivered in one tide; for this purpose 9 to 11 men are required; the charge is  $1\frac{1}{2}d$ . per ton each man. Cargoes are taken on board aftoat from boats, by gangs of men to hoist and stow in the hold, at 4s. 6d. per tide each man; the merchant paying carting and boating alongside. These charges are almost confined to the coal and corn trade, but in any other the charges are by tide's work.

#### DARTMOUTH.

PILOTAGE.—Foreign vessels, if boarded without the run of the Mewstone East, or the Blackstone West, drawing 10 feet water and under, 3s. per foot; 10 to 12 feet, 3s. 6d. per foot; 12 to 14 feet, 4s. per foot; 14 to 16 feet, 4s. 6d. per foot; 16 and upwards, 5s. 6d. per foot. British ships, if boarded within that line, pay one-fourth less.

British vessels, boarded within the Castle, are to pay only half pilotage, subject to the state of the weather, which is to be considered by the Sub-Commis-

sioners.

In piloting vessels out of the harbour, the pilotage in all cases to be one-third less than the inward pilotage. Vessels not having British registers are to pay

one-fourth more than the rates above stated.

Masters of vessels taking a pilot at sea, viz. two leagues or more from the harbour's mouth, are to pay according to circumstances attending the hazard run, assistance required, &c. which is to be regulated, in case of dispute, by the Sub-Commissioners. The pilot is to provide one proper tow-boat, with at least four men in it; and if further assistance of another boat or boats and men be required, the master or owners of the vessel to pay the additional charge, and in case of dispute to be settled by the Sub-Commissioners, and the assistants rewarded according to the risk, time, and trouble.

HARBOUR DUES.—Anchorage, 1s; quay dues on all vessels (except colliers), 1s. Colliers pay to the Mayor two bushels, and to the quay-master one bushel of coal. Vessels graving the bottom at the quay, 2s. 6d. Vessels laying up at the quay, 1s. per week.

BALLAST.—Shingle, 1s. per ton; stone, for each boat-load of 9 tons, 12s.

DEPTH OF WATER.—Spring tides, with wind from the south, from 7½ to 8 fathoms; with north wind, 7 fathoms. Neap tides, 4½ to 5½ fathoms. At the entrance of the harbour, 12 to 13 fathoms. The western shore has the deepest water.

There is on the Castle, at the entrance of the harbour, a light, which when coming from east or west is not visible, till you are to steer for it a little on the larboard bow, and doing so will clear the Homestone, and on nearing the western shore, you must look out for it and the Blackstone, a rock always out of the water, which you will pass.

#### DEAL.

#### PILOTAGE.

For putting a Pilot on board, and for piloting vessels to the Anchorage in the Downs, from off Dungeness to off Folkstone, the Church bearing N.N.W. by Compass.

60 tons and under 150,..... £2 0 0 400 tons and under 600,..... £4 0 0 150 ,, ,, 250,...... 3 0 0 600 ,, and upwards,...... 5 5 0 250 ,, ,, 3 10 0

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## PILOTAGE—(Continued.)

Www. of Walketone to South Com	aland the Tights in one
From off Folkstone to South For	•
	tons and under 600, £3 • 0
	) ,, and upwards, 4 4 0
250 ,, ,, 400, 2 10 0	
From off the South Forel	and to the Downs.
60 tons and under 150, £1 5 0   400	tons and under 600, £2 0 0
150 ,, ,, 250, 1 5 0 600	) " and upwards, 3 3 0
250 ,, ,, 400, 1 10 0	
From the Downs to the Nore, Sheerness,	Standgate Creek, or Gravesend.
Drawing under 7 feet, £4 19 0	Drawing $16\frac{1}{2}$ feet£12 6 $10\frac{1}{2}$
From 7 to 10 ,, 7 9 $7\frac{1}{2}$	$17^{2}$ , 12 14 $4\frac{7}{4}$
$10\frac{1}{2}$ , 7 17 $1\frac{1}{2}$	$17\frac{1}{2}$ , 13 19 9
11 ,, 8 4 7	18 ,, 15 5 21
$11\frac{1}{2}$ , 8 12 1	18½ ,, 16 13 1
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$13\frac{1}{2}$ , $10\frac{1}{2}$	$20\frac{1}{2}$ , 21 19 10 $\frac{1}{4}$
14 ,, 10 9 6	21 ", 23 0 9
$14\frac{1}{2}$ , 10 16 $11\frac{3}{4}$	$21\frac{1}{2}$ , 24 1 $8\frac{1}{2}$
15 ,, 11 4 $5\frac{1}{4}$	$22^{\circ}$ , $25$ $2$ $8\frac{1}{2}$
$15\frac{1}{2}$ , 11 11 11	$22\frac{1}{2}$ , $26$ $3$ $7\frac{3}{4}$
16 ,, 11 19 5	23 ,, 27 4 7
From the Downs to	Long Reach.
Drawing under 7 feet, £5 10 $2\frac{1}{2}$	Drawing 161 feet£13 13 23
From 7 to 10 ,, 8 0 11	17 ,, 14 5 9
$10\frac{1}{2}$ , 8 9 $10\frac{1}{4}$	$17\frac{1}{2}$ , 15 11 $2\frac{1}{4}$
11 , 8 19 $6\frac{1}{2}$	18 ,, 16 16 7 }
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$15^{\circ}, \dots 12^{\circ}$	22 ,, 27 4 71
$15\frac{1}{2}$ , 12 13 1	$22\frac{1}{2}$ , $28$ 5 $6\frac{1}{2}$
$16$ , $13$ $0$ $9\frac{1}{2}$	$23$ ,, $29$ 6 $5\frac{3}{2}$
From the Downs to Black	kwall, London.
Drawing under 7 feet, £6 5 73	Drawing 15½ feet£13 13 9½
From 7 to 10 , 8 10 61	$16^{\circ}$ , $14  1  6\frac{7}{4}$
$10\frac{1}{2}$ , 9 2 $6\frac{1}{4}$	$16\frac{1}{2}$ , 14 19 $3\frac{7}{2}$
11 ,, 9 14 $6\frac{1}{2}$	$\frac{17}{4}$ , $\frac{15}{15}$ $\frac{17}{4}$
$11\frac{1}{2}$ , $10$ $2$ $0\frac{1}{2}$	$17\frac{1}{2}$ , 17 7 4
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14 ,, 12 4 43	$20^{\circ}$ , $25 \ 2 \ 8\frac{1}{2}$
$14\frac{1}{2}$ , 12 15 $4\frac{3}{4}$	$20\frac{1}{2}$ " $26$ $3$ $8$
15 13 6 4	21 " 27 4 71

#### PILOTAGE-(Continued.)

#### From the Downs to Standgate Creek to Gravesend.

Drawing under 7 feet, £3	2	101	Drawing	15 feet,	£6	. 5	73
0	13	- 1		151,	•		$10\frac{3}{4}$
	18	51		16 ,,	6	16	11
11 ,, 4	1 3	93		161 ,	7	1	41
11½ ,, 4	8	111		17 ,,	7	6	$6\frac{1}{2}$
12 ,, 4	13	01		17½ ,,	7	11	10
121, 4	19	5		18 ,,	7	17	1
13 ,, 5	4	9		181,	8	2	4
13½ ,, t	10	0		19 ,,	8	7	6 <u>1</u>
14 ,, 5	15	21/2		19½ ,,	8	12	01
$14\frac{1}{2}$ , 6	0	5 1		20 "	8	18	0

Ballast.—1s. per ton.

W. Dear, custom-house agent. Goodwin, Curling, & Co. ship agents; viceconsuls for the Netherlands, Russia, Hamburgh, Belgium, Portugal, and Hanover; agents for Lloyds and the Committee of Underwriters, Liverpool, Glasgow, &c. E. Iggulden, vice-consul for France, Spain, America, Prussia, Denmark, Sweden, and the two Sicilies; and agent for the Honourable East India Company. G. Hamond, ship agent.

#### DINGLE, A CREEK IN THE PORT OF LIMERICK.

There are no harbour regulations, and no regular charges at this creek. Ballast, &c. as may be agreed on-moderate.

#### DUBLIN.

#### PILOTAGE INWARDS (PAYABLE IN IRISH CURRENCY).

		Fore:	igner	s.	Nat	ives.		Colli	ers d	& Coasters	
From o	outside the Banks over the Bar,	68.	0d.		38.	0d.		28.	0d.	per foot	
	Inside the Banks over the Bar,									", ,,	
,,	The Bay over the Bar,	3	0	•••	1	6	•••	1	0	""	
- ))	Within the Bar to the Basin,										
	Dooks on Onors	1	c		7	Λ		Λ	e		

OUTWARDS.—From the Docks, Quays, or Basin, over the Bar, foreigners with cargo, 3s.; foreigners in ballast; 2s.; natives with cargo, 2s. per foot.

Vessels in ballast, and vessels under 50 tons burthen per register, are exempted.

For each boatman employed assisting every kind of vessels in the river, 2s. 6d.; boat, 2s. 6d. per tide's work.

The extent of pilots' cruizing ground is Wicklow Head on the south, and Rock a Bill on the north of the bay of Dublin.

Steam tug-boat Adeline, and other towage by steam, done by agreement.

Tonnage Dues.—Natives and foreign privileged vessels from foreign, 9d. per ton register; vessels not privileged, 1s. 6d. per ton; colliers, British and Irish coasters, and steam vessels, 6d. per ton, Irish currency.

QUAY Dues.—Foreign and native vessels, 2d. per ton; and all other vessels,

1d. per ton, Irish currency.

CITY DUES.—Vessels with goods, 5s. 6d.; vessels with coal, 13s. 4d.

KINGSTOWN HARBOUR DUES .- On all vessels coming from foreign, per ton.

The harbour of Kingstown, in the bay of Dublin, may be entered at any time of tide, by keeping between the pier heads. A revolving light, red and bright alternately, is on the east pier-head, and a small red light on the west pier-head.

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Ballast.—Foreign vessels, 2s. 6d. per ton; all other vessels, 1s. 8d. per ton, with 3d. per ton additional for heaving.

DEPTH OF WATER.—Spring tides, 14 feet; neap tides, 8 feet. At low water

spring tides there are 12 feet in the channel over the east bar.

POOLBEG LIGHT.—Native vessels, one farthing per ton; foreign vessels, one halfpenny per ton, each time of passing; privileged foreign vessels, one farthing per ton. Exemptions.—All vessels, the property of her Majesty, or any of the Royal Family; vessels, smacks, or boats engaged in fishing; vessels under the burthen of 20 tons per register; vessels when navigating wholly in ballast, and without passengers.

A black ball in the day time, and a light during the night, are exhibited at the Poolbeg Light house, at the eastern extremity of the south wall or breakwater at the entrance to this port, on which there is a fixed bright light, from half

flood to half ebb.

Alexander Donal and John Duniam, harbour masters; Lieut. William Ilutchison, R.N. pilot master and harbour master of Kingstown.

# ERROL, OR PORT ALLAN, A CREEK IN THE PORT OF PERTH.

PILOTAGE—As may be agreed on. HARBOUR DUES—1d. per ton register. DEPTH OF WATER.—Spring tides, 12 to 13 feet; neap tides, 7 to 8 feet.

#### FAVERSHAM.

Colliers, timber laden vessels, &c. discharge their cargoes about half a mile within the mouth of the creek, and the goods are conveyed in lighters, by a circuitous track of three and a half miles, to the town. The mouth of the creek is about four miles within Shellness Point, through what constitutes the East Swale. Persons accustomed to the navigation do not take a pilot; but when one is required, the charge is by agreement, according to circumstances of weather, distance, &c. say from 15s. to £1 10s.

HARBOUR DUES .- Buoyage and beaconage, 1s 6d. each vessel; anchorage,

1s. 6d. Foreign vessels pay 1s. additional on each of the above charges.

Ballast—For the taking from the sand bank called the Horse, in the East Swale. The charge at Shellness Point for breaking ground, 2s. 6d. per mast.

Plankage, 1s. per plank; and 3d. for the use of each basket.

DEPTH OF WATER.—At the anchorage, within the creek, 18 feet at ordinary spring tides; and along the town quays, three-fourths of a mile, the depth graduates from  $8\frac{1}{2}$  to  $6\frac{1}{3}$  feet at spring tides; and the difference between spring and neap tides is about 5 feet.

#### FOWEY.

entered to the second s		
PILOTAGE.	Per	foot.
British vessels drawing 14 feet water and upwards, if boarded without		
the land, off Looe or the Dodman (which must be known by the		
western land called the Gray, being open off the Dodman), pay, if		
piloted into the harbour of Fowey, Mevagissey Pier, Charlestown		
Basin, or Looe,	5 <b>8.</b>	0d.
British vessels drawing under 14 feet water, boarded as above stated,		
pay for the like service,	4	0
British vessels drawing above 14 feet, within that line,	4	0
British vessels drawing under 14 feet, boarded as above, for like service,	3	0
All vessels not having British registers pay one-fourth more than	the	rates
above stated.		

All the above rates are paid in proportion for every half foot of water, but no allowance is made for any draught of water above or under half a foot.

In piloting vessels to sea from the said harbour, the pilotage, in all cases, is

one-third less than the inward pilotage.

All vessels which may anchor on their arrival, either in Mevagissey Bay or the Sands off Fowey, pay only one-half of the before-mentioned rates of pilotage.

Pilots employed to take vessels from any one of the harbours to another, are paid the same pilotage as if the vessels had been boarded within the headlands, coming from sea.

Masters of vessels taking a pilot at sea (which is optional to them), three leagues without a line from the Looe to the Dodman, pay £3 3s.; six leagues, £4 4s.; ten leagues, £6 6s.; and proportionally for intermediate distances.

No master of a vessel is compelled to take a pilot within this district till he comes off the port of Looe; or within a line drawn from Looe to the Gribben Head, for the port of Fowey; or from the Gribben Head to Blackhead, for Polkerris Bay; or from the Gribbin Head to the Dodman, for Mevagissey; but if he does take a pilot between Looe and the Dodman, it must be one of the district pilots, if one offers.

If any hobblers are required for assistance, the charge for each man is 2s. 6d. per tide.

HARBOUR DUES—1s. 4d. Vessels discharging grain, salt, coal, or any other measurable cargo above 40 tons, pay two double bushels of the same.

BALLAST-If taken on board from the lighters, 1s. per ton; if discharged at

the quay, 1s. for quay dues and 6d. for plankage.

DEPTH OF WATER—From 6 to 8 fathoms. Spring tides rise from 16 to 18 feet; neap tides rise from 8 to 10 feet.

## GARMOUTH, A CREEK IN THE PORT OF BANFF.

PILOTAGE.—1s. per foot. When assistance is required to track vessels in, 1s. each man. There are no other charges at this creek.

DEPTH OF WATER ON THE BAR.—Very much depends on the weather; in summer, spring tides, about 11 feet; neap tides, 6½ feet. It is rather more in winter.

#### GOOLE.

#### TOWAGE.

Loaded vessels through Goole Reach, not exceeding 10 feet, 15s.; above 10 feet, £1 ls.; to Cotness, £1 10s.; to Blacktoft, £2 2s.; to Hull in one tide, £3 3s.; to Hull in two tides, £4 4s. From Hull in one tide, vessels not exceeding 10 feet, £2 12s.; above 10 feet, £3 3s. 6d.

PILOTAGE.

HARBOUR DUES.—Anchorage and buoyage, same as at the port of Hull. No quayage or postage charged. No distinction made in the rate of dock dues between a vessel in ballast or loaded.

Vessels trading to any place in Denmark, Sweden, Norway, below	
Elsineur, or any port or place in Germany, Holland, Flanders, France,	
to the eastward of Ushant, the Islands of Guernsey or Jersey,	0s. 5d.
All places in the Baltic seas, and all other ports or places above the	
Sound, or above Nyburg, in the Belt, or to any port or place in	
Europe to the west of Ushant, without the Straits of Gibraltar,	0 8
West Indies, North and South America, Africa, Greenland, any other	
place to the east or north of Cape St. Vincent, or all places within the	
Straits of Gibraltar, and all islands and places on the ocean to the	
southward of Cape St. Vincent, not before-named,	0 11
Ballast.—Put on board, from 1s. to 1s. 2d. per ton, Vessels can	deliver
ballast free of any charge.	
Denne on William Coning tides from 10 to 01 feet, were tides for	301

DEPTH OF WATER.—Spring tides, from 19 to 21 feet; neap tides, from 10 to

12 feet.

## GOURDON, A CREEK IN THE PORT OF MONTROSE.

PILOTAGE.—Vessels of 40 tons register, in and out, 12s. 6d.; 50 to 60 tons, £1; 60 to 70 tons, £1 5s.—If a second boat is required, the charge is one-half more.

HARBOUR DUES.—Each vessel, three farthings per ton register.

PLANKAGE.—Each vessel loading or discharging, 1s.

A bill was passed at the end of last year for improving the harbour. The improvements are expected to commence in the spring, and, when completed, the charges will be as follow:—

HARBOUR DUES.—British vessels, 1½d. per register ton; foreign vessels, 3d. per register ton; small boats, 7d. each.

PLANKAGE.

Vessels entering the harbour, and loading or unloading goods or ballast within the same, or performing both operations before leaving the harbour, to pay in name of plankage, whether a plank be used or not, (the shoremaster not being bound to furnish planks longer than 16 feet):---

Vessels:	not exce	eding 2	tons,			 ls,	0d.
,,	20 to	ns and	not excee	eding 50 t	ons,	 1	6
<b>39</b>	50	,,					
"	100	,,	"	150	,,	 2	6
••	150 to	ns and	upwards.			 3	0

BALLAST-1s. 4d. per ton, including cartage.

DEPTH OF WATER.—At present from 11 to 12 feet lowest tide, and the highest 18 feet; but when the harbour improvements are completed, it will be considerably more.

There is a clause in the act for regulating and granting licences to pilots, but no stated sum specified; it is expected to be no higher than at present, as stated above.

## GRANTON, A CREEK IN THE PORT OF LEITH.

This place is the property of his Grace the Duke of Buccleuch and Queensberry, and is receiving a great deal of attention, regardless of expense, from its noble proprietor. The length of the pier is 1700 feet, and 180 feet in breadth. There are two low-water slips, one on each side; there are also five jetties on the west and three on the east side, with two cranes on each. Eight warehouses have also been erected. The London, Dundee, and Aberdeen, with a number of other steam and sailing vessels, use this harbour.

PILOTAGE-As may be agreed on.

HARBOUR DUES.—Vessels from any port in the Frith of Forth, 2d. per ton; from the Tay or Newcastle, 3d. per ton; any port in Great Britain, 4d. per ton; any port in Europe, 8d. per ton; any other ports, 1s. per ton.

Ballast.--No fixed charge, but very moderate.

DEPTH OF WATER.—High water, ordinary spring tides, 22 feet; low water, 7 feet. When the pier is completed, there will be at the extremity of it, at high water ordinary spring tides, 26 feet; and at low water, from 11 to 12 feet.

There is a light on the pier-head, lighted with gas, but no charge made.

#### GUARD BRIDGE,

# (ON THE RIVER EDIN, ST. ANDREW'S BAY,) A CREEK IN THE PORT OF KIRKALDY.

There are two quays here, one the property of Mr. Spence, who carries on a large trade in timber, coal, lime, &c. and exports grain, potatoes, &c. On his quay is a crane fit to carry 5 tons, as also a steelyard and other conveniences. The other quay is the property of the proprietors of Seggie Distillery. -

PILOTAGE.—2s. per foot in and out. Pilots are to be had from St. Andrews,

by a signal being hoisted when the vessel is in St. Andrew's Bay.

HARBOUR DUES.— $1\frac{1}{2}d$ . per ton at either of the quays.

BALLAST FOR THE TAKING.

DEPTH OF WATER.—At both quays, from 6 to 12 feet, according to the state of the tides.

## HEACHAM, A CREEK IN THE PORT OF LYNN.

Vessels discharge here on the beach. There is no fixed charge at this place; the expense depends on the assistance required. No pilot is required; no harbour dues or plankage payable; and ballast can be had for the taking.

## HESKETH BANK, A CREEK IN THE PORT OF FLEETWOOD.

PILOTAGE AND TOWING BOATS.—See Fleetwood, page 59. HARBOUR DUES.—4d. per ton register. BALLAST.—1s. per ton. DEPTH OF WATER.—Spring tides, 35 feet; neap tides, 26 feet.

## HIGHBRIDGE, A CREEK IN THE PORT OF BRIDGWATER.

The charges at this creek are the same as at Bridgwater, for which see page 27.

#### HULL.

Towage.—The steam-boats are the property of private parties. Towage as may be agreed on.

BERTHAGE,		
Vessels drawing 13 feet water and upwards,	98.	0d.
Vessels drawing 10 feet water and upwards, and not exceeding 13 feet,	7	0
Vessels drawing under 10 feet water,	4	0

For detention on board vessels performing Quarantine.

Vessels having British registers, or the owners subjects of the Queen of Great Britain,..... 5s. 0d. per diem. Vessels belonging to aliens,..... 7 0 Exclusive of the day on which the vessel shall enter into Quarantine, and of the day of her release therefrom.

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Vessels from foreign must employ the regular pilots. Vessels coastwise are under no restriction, and usually employ one of those class of persons named

dusters, whose charge varies from 10s. to 12s. as may be agreed on.

#### PILOTAGE.

FROM OR TO	TO OR FROM	Per	foot.
The distance at sea where the North Ness of Dimlington bears west-south-west, to the north- ward of Kilnsea North Cliff.	Hawke Roads or Grimsby Roads, Whitebooth Roads,	3	. 6 <i>d</i> . 6 0
The distance at sea where Kilnsea North Cliff bears west-north- west, to the northward of the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber.	Hawke Roads or Grimsby Roads, Whitebooth Roads, The Port of Kingston-upon-Hull,	1 2 4	6 6 0
The said New Sand Buoy or the Floating Light Vessel at the entrance of the river Humber, to the eastward of the point where the Spurn High Lighthouse bears north-east.	Hawke Roads or Grimsby Roads, Whitebooth Roads, The Port of Kingston-upon-Hull,		0 0 6
The Spurn High Light-house bearing north-east.	Hawke Roads or Grimsby Roads, Whitebooth Roads, The Port of Kingston-upon-Hull,	1 2 3	0 0 6
The Hawke Roads, the Buoy of the Burcome or Grimsby Roads.	Whitebooth Roads, The Port of Kingston-upon-Hull,	1 2	6
Whitebooth Roads.	The Port of Kingston-upon-Hull,	ı	6

#### HARROUR AND DOCK DUES.

HARBOUR AND DOCK DUES.	Per	Ton.
Vessels coming to or going between the port of Kingston-upon-Hull and any port to the northward of Yarmouth, in Norfolk, or any port to the		
vessels coming to or going between the port of Kingston-upon-Hull and any port between the North Foreland and Shetland, on the east side	08.	2ď.
of England, except as above,	0	3
Vessels trading between the port of Kingston-upon-Hull and any other port in Great Britain, not before described,	0	6
Vessels trading between the port of Kingston-upon-Hull and any port in the Baltic Seas, and all other ports above the Sound,	1	3
Vessels trading between the port of Kingston-upon-Hull and any port in Denmark, Sweden, or Norway, below Elsinore, or any port in Germany, Holland, Flanders, France, to the eastward of Ushant,		
Ireland, the Islands of Guernsey and Jersey,	0	10
Vessels trading between the Port of Kingston-upon Hull and any island or port of Europe to the westward of Ushant, without the Straits of		
Gibraltar,	1	3
Vessels trading between the port of Kingston-upon-Hull and every port in the West Indies, North or South America, Africa, Greenland, or any place to the eastward of the North Cape of Norway, all places within the Straits of Gibraltar, and all islands and places in the Ocean		
to the southward of Cape St. Vincent, not herein-before mentioned,	l	9

#### HARBOUR AND DOCK DUES-(Continued.)

Per Ton.

Vessels coming to or going (with merchandize) from any of the above-named ports, pay double the rates, tonnage, or duties, above-mentioned, unless the said vessels belong to British owners.

Vessels sailing constwise or otherwise, and coming into the said haven in ballast to be laid up (coasting duty included), ................. 0s. 6d.

The same rate of charges is made on vessels using the old harbour or roads.

The above rates are vested in the Dock Company, and are paid at the time of such vessel's entry inwards, or clearance or discharge outwards; or, in case any vessel shall not enter as aforesaid, then at any time before such vessel shall proceed from the port, at the custom-house; so as no vessel shall be subject or liable to the payment of the rates or duties more than once for the same voyage, both out and home, notwithstanding such vessel may go out and return with a cargo.

Vessels forced into the port by the enemy, or by receiving damage at sea, or otherwise, and shall discharge in order to repair such damage, and reload the goods so discharged, are exempted from the above rates and duties, unless they

make use of the dock or basin.

Vessels which come and go coastwise from any port in Great Britain, to or from any place up the rivers Trent or Ouse, within the limits of the port of Hull, or to or from any other place up the said rivers Trent or Ouse, or from any other river which falls into the said rivers, or which shall trade between any such port in Great Britain and any such place as aforesaid, within or up the said rivers, are also exempted from the above rates and duties, unless they come into or go out of the said basin or dock, or any part of the harbour called Hull Haven; or shall use the basin or dock or quays within the harbour; or shall unload or put on shore, or load or take on board, any goods, wares, or merchandize, or any part of the cargo of any vessel, within any part of the river Humber.

#### DUES

Payable to the Corporation of Hull, on vessels entering Inwards & clearing Outwards.

Anchorage.—Alien vessels under 100 tons burthen, 1s. 6d.; 100 and under 200 tons, 2s; 200 and upwards, 3s.

JETTAGE.—Under 100 tons, 13s. 6d.; if loads out more, 3s. 6d.; 100 and under 200 tons, 17s.; if loads out more, 5s.; 200 tons and upwards, £1; if loads out more, 7s.

Hostage.—For each pound sterling of the freight inwards, 2d.; and among the officers, per ship, 3s.

BALLAST .- For each ton taken outwards, 2d.

Dabbass		caci.	ou van		· u. u.~, _	~•									
				ANCHORAGE.						JETTAGE.					
							•		Inwa	rds.	Outw	ards.			
British ves	sels und	le <b>r 4</b> 0	tons b	urthen,	•••	1 <i>s</i> ,	0d.	•••	1 <i>s</i> .	6d.	ls.	0d.			
,,	,,	40	and no	ot 45	•••	1	0	•••	2	0	1	0			
,,	"	45	,,	50	•••	1	6		2	0	1	6			
,,	,,	50	"	100	•••	1	6	•••	2	6	2	6			
,,	,,	100	,,	150		2	0		3	6	3	6			
	"	150	"	200	•••	2	0		4	6	4	ő			
"		200	"	250	•••	2	6		5	ō	5	ŏ			
,,	"	250	••	300		2	6		6	-	_	-			
"	"		. "		•••	Z	-	• • •		0	6	0			
"	,,	<b>30</b> 0	and up	wards,	• • • • • • • • • • • • • • • • • • • •	2	6	• • •	6	0	G	6			

Freemen are exempt from anchorage, but freemen, as well as non-freemen, pay jettage. The charge for jettage is not made unless with goods landed at or taken in at Hull, or within the harbour.

British ships pay no hostage and nothing for ballast.

BUOYAGE.—British vessels under 20 tons, 2s.; 20 tons and under 30, 2s. 6d.; and 6d. additional for every 10 tons. Foreign vessels under 65 tons, 11s.; 65 tons and under 135, 14s.; 135 tons and under 170, 17s.; 170 tons and under 180, £1; and 1s. additional for every 10 tons.

Ballast.—Sand, 1s. 4d. per ton; but vessels, by going a mile or two up the river, may get chalk for rather less, which is more valuable when discharged.

DEPTH OF WATER.—The access to the docks are either from the river Humber, or from the river Hull. The lock from the Humber unto the Humber dock is capable of admitting, at spring tides, vessels drawing 26½ feet; and at neap tides, from 18 to 20 feet. The lock from the old harbour into the old dock is always 6 feet short of the water at the other lock; these depths depend much on the state of the winds and other natural causes.

## IRELETH—(See End of Appendix.)

## ISLA, A CREEK IN THE PORT OF CAMPBELTON.

The port of discharge in this island is Bowmore.

PILOTAGE.—Vessels under 150 tons, 15s.; 150 to 300 tons, £1 1s.; upwards of 300 tons, from £1 5s. to £1 10s.

HARBOUR DUES.—Quayage, on vessels discharging or loading cargoes, 1\frac{1}{2}d. per ton register; the same charge for part of a cargo.

Ballast.—From 10d. to 1s. per ton at the quay, and 2s. per ton at the

anchorage.

DEPTH OF WATER.—At the quay, spring tides, 8 feet; neap tides, from 3 to 5 feet; at the anchorage, 20 to 24 feet, and in some parts 28 feet; in the channel of the bar, 12 to 18 feet. Much depends on the wind; if it blows into the harbour, the water rises, and vice versa.

## JERSEY, A SUB-PORT TO SOUTHAMPTON.

The Harbours are St. Helier's, St. Ubin's, and Gorey.

PILOTAGE.—If boarded to the westward of the Corbier Rocks, 2s. 6d. per foot; if to the eastward of the Corbier Rocks, 1s. 6d. per foot; if to the eastward of West Corbier Rocks, 1s. 6d. per foot; if to the eastward of the west point of St. Aubin's Bay, 9d. per foot. If shifting ports in the island, as may be agreed on. Outwards from St. Helier's, 9d. per foot; and from the other ports as may be agreed on.

HARBOUR DUES—including harbour master's fees—9d. per register ton; and should vessels shift ports, having once paid the dues as above, no other charge can be made. Vessels discharging coal pay, for each man they require, 2s. 6d. per keel.

All pilotage and port charges are payable in British sterling money. The difference between British and Jersey currency is 1s. 8d. per pound.

BALLAST FOR THE CARTING.

DEPTH OF WATER.—St. Helier's, spring tides, 28 feet; neap tides, 6 feet. St. Aubins, spring tides, 16 to 20 feet; neap tides, 4 to 5 feet. Gorey, spring tides, 30 to 32 feet; neap tides, 8 to 10 feet.

## KILRUSH—(See End of Appendix.)

## KIRKCUDBRIGHT, A SUB-PORT TO DUMFRIES.

PILOTAGE.—As may be agreed on.

HARBOUR DUES.—Anchorage, one farthing per ton; vessels loading or discharging at the quay, 1d. per ton; in the river, one halfpenny per ton. Towing as may be agreed on.

Ballast.—At the quay, 6d. per ton; from the bank for the taking.

Depth of Water on the Bar.—Spring tides, 20 feet; neap tides, 16 feet.

A light-house is erecting, and will be lighted next fall.



#### KIRKWALL.

PILOTAGE.—As may be agreed on. The usual charge for bringing a vessel from the Roads to the Pier is from 5s. to 10s. according to the size; but pilotage from off Copenshay to Kirkwall Roads, £1 to £2, according to the size. There is no law for enforcing the taking of a pilot.

HARBOUR DUES.—Quayage on vessels entering the harbour, 1½d. per

register ton, whether in ballast or loaded.

BALLAST-9d. per ton.

There is an excellent light on the east pier-head, lighted with gas all night, for which there is no charge made.

DEPTH OF WATER.—At the east pier-head, spring tides, 121 feet; neap tides, 81 feet.

### LEITH.

#### FORTH STEAM TOWING COMPANY'S RATES OF TOWING LIGHT VESSELS.

From Leith to Burntisland, Aberdour, St. David's, Inverkeithing, or	Per	ton.
St. Margaret's Hope,	0s.	4d.
From Leith to Limekilns or Charlestown,	0	6
From Leith to Bo'ness, Carron Mouth, or Kincardine,	0	7
From Leith to Alloa,	0	8
From Alloa to Kincardine,	0	2
From Alloa to Carron Mouth,	0	31
From Alloa to Limekilns or Charlestown,	0	5
Rafts by agreement.		

Vessels upwards of 150 tons pay 1d. less for every additional ton.

Regular conveyance for goods by lighters towed by steam to and from Charlestown, Dunfermline, Alloa, and Leith.

W. B. Mackean, agent, opposite the custom-house, Leith.

#### PILOTAGE.

Vesse	ls 7 fee	t & 1	under,	, 0 <i>s</i> .	10d.	a-foot.	Vessels 11 feet & under, 1s. 3d.	a-foot.
,,	8	,,	,,	1	0	,,	", 12 ", ", 1 4 13 feet, and all above, 1 6	,,
,,	9	,,	,,	l	1	,,	13 feet, and all above, 1 6	"
	10			1	2			

All masters of vessels pay for each twenty-four hours' attendance on board their vessels---to the master pilot, 2s., and to each of the boatmen, 1s.

Charge for boat's attendance on all coasting vessels, exclusive of pilotage, 2s. 6d.

All vessels from foreign ports pay 3s. each able-bodied man, but not to exceed two, unless required by the master; and 3s. for the boat's attendance, exclusive of pilotage.

The daily pay of a pilot, during detention under quarantine at Inverkeithing Bay, shall be five shillings for every lay-day after the day of the vessel's arrival there, over and above his proper maintenance out of the ship's stores.

The fees of the pilots and pilotage, agreeably to the prefixed table, shall be paid by all shipmasters and others, to the collector of shore-dues, and to no other person, for the use of the licensed pilot.

The pilot employed shall always have a sufficient boat and two men, or one man and two boys, exclusive of himself, to attend the vessel on entering or leaving the harbour; and each boat shall have the name of the licensed pilot to whom it belongs painted thereon, with a number, as directed by the superintend nt; and all pilot boats belonging to one licensed pilot shall have the same number painted on each.

Pilots are always to be in readiness, with a boat manned as above, to take charge of a vessel coming into the harbour, when a proper signal is made, or of a vessel going out of harbour when desired; and it is to be strictly observed, that a pilot boat shall be in attendance with the pilot on that vessel alone, which he may be on board and have charge of, and on no account whatever to go to any other while so engaged, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whom they are attending.

The master of every ship or vessel coming into the harbour, shall sign and deliver to the pilot who brought him in, a certificate, directed to the collector of shore-dues, of the number of feet of water which his ship (naming her) draws, in order to fix the charge for pilotage; the number of feet being in words, not in figures.

No vessel under forty tons register shall be obliged to pay pilotage, unless she employs a pilot; and the masters or commanders of ships or vessels belonging to the port of Leith shall not be liable in any fees for pilots or pilotage, except when they make a signal for a pilot, or employ one to navigate their ships or vessels.

Inward vessels waiting for the tide shall be so placed as to be ready to come in immediately on the proper signal being made; and the duty of the pilot and his assistants shall not be considered as completed until the vessel is moored where the dock master may direct, at the tide or time she enters the dock, if intended to go in, or otherwise, where the harbour master may point out in the old harbour.

RATES OF PILOTAGE FOR PILOTING VESSELS FROM LEITH ROADS TO CARRON ROADS, AND FROM LEITH ROADS TO STROMNESS, SHETLAND, AND THE LEWIS ISLANDS, AND vice versa.

FROM	70 to	120	Tons.	120 to	2501	Fons.	250 to	5007	'ons.
Leith Roads to Inverkeithing or the Hope, Leith Roads to Carron Roads		s. 1 2	0	£ 1	s. 4 5	0	1	s. 6 8	d. 0
Leith Roads to Carron Roads  Leith Roads to Island of May,  Leith Roads to Bell Rock	3	_	•	4 5	5 4 5	0	5 6	•	0
St. Abb's Head to Leith Roads, Leith Roads to Cromarty,	5 6	14 16	0	6 7	15 17	6	7 8	16 18	0
Leith Roads to Stromness and Kirkwall,  Leith Roads to Lerwick,  Stromness to Mull of Cantyre,	12		0	11 13	11 0 13	0	12 14 13	12 0 13	0

For each league without or seaward of these limits, 10s. 6d.

=		
DOCK DUES.	$P\epsilon r$	ton.
For every vessel from any port between Buchan-ness and Evemouth, including the Great Canal and the River Clyde, as far down as Greenock, coming by the canal,	08.	4d.
From any other port in Great Britain or Ireland,	0	8
From Norway, Sweden, Denmark, Holstein, Hamburgh, Bremen, Holland, and Flanders, that is without the Baltic, and no farther south than Dunkirk,	0 1	103
From the Baltic, all above the Sound, Onega, Archangel, Jersey or Guernsey, Portugal, France, and Spain, without the Straits of Gibraltar, Newfoundland, Madeira, or Western Islands,	1	15

DOCK DUES—(Continued.)	Per	Ton.
From within the Straits of Gibraltar, or from America,	ls.	. 4d
From the West Indies, Asia, Africa, or the Cape de Verd Islands,	1	8
For every vessel from Greenland or Davis' Straits,	2	0
(But if such vessel shall make a second voyage, she shall be credited		
for 4d. per ton in the charge for such second voyage.)		
For every vessel going from Leith to any port in the Frith of Forth		
to take in a part of a cargo, and return to Leith-upon her return,		2
The state of the s		

For all vessels remaining in the dock above three calendar months, 23d. per ton for each after month, or any part thereof, excepting vessels from Greenland or Davis' Straits; and if any of these return from the fishings clean, they are charged as in ballast, which is 8d. per ton.

Foreign vessels from any of the before mentioned places, the aforesaid respective rates of dock dues and one-half more; but foreign ships privileged under the reciprocity act pay no more than British vessels, the difference being paid by

Government,

For all loaded vessels not breaking bulk, and for all vessels in ballast, which do not take in goods, coming into the present harbour, provided they do not make use of any of the docks, nor remain in the harbour above four weeks, one-half of the aforesaid rates of dock dues.

No vessel pays dock dues for more than eight voyages, in any one year.

Vessels loaded with coal sold in retail to the inhabitants of Edinburgh and Leith, are exempted from payment of dock dues.

In levying the beaconage and anchorage, one-fifth part is deducted from the

tonnage, and the remainder is the rule of charge.

Vessels employed in the whale fishery pay only £1 for beaconage and anchorage, and £4 10s, in full for shore dues and merk per ton on their cargoes outwards and inwards.

All fish boats, every time they arrive with fish or oysters, pay for beaconage and

anchorage, 3d. and the yauls, 2d.

All passage boats, ferry boats, pinnaces, and steam vessels, plying in the Frith of Forth, with passengers and their luggage, only pay 2d. of beaconage and anchorage every time they arrive.

Beaconage and Anchorage.—All vessels  $1\frac{1}{2}d$ . per ton, deducting one-fifth from the register tonnage.

BERTHAGE.							
Every passage boat, each time they come in,							
British	vessels,	from 10 to	25 tons burden, For a coasting voyage,		0		
,,	,,	from 25 to	" " (From foreign ports,	4	6 0		
,.	"	from 50 to	70 " (For a coasting voyage,	2 5	6 0		
			and upwards,		0 3		
,,	,,	"	from 20 to 40 tons,	0	6		
,,	"	"	from 40 to 50 tons,above 50 tons,		0		
Vessels	s coming	g into the	harbour with coal for London, or any other part of the cargo to take in other goods,	2	6		
			to the harbour loaded with corn, or other goods,		ınd		

Note.---Vessels coming into the harbour loaded with corn, or other goods, and going out again without breaking bulk, are not liable to berthage.

FLAG AND LIGHT DUES .--- Every vessel, of whatever burthen, from foreign

ports, for hoisting the flag, or putting up the light, 2s. 6d.; every vessel of 40 tons and upwards, for each coasting voyage, 2s. 6d.

Ballast.—Sand, 1s. 3d. per ton; stones, 2s. per ton. Ballast taken out, 7d. per ton.

DEPTH OF WATER.—Spring tides, from 16 to 17 feet; neap tides, from 11 to 12 feet.

#### LITTLE HAVEN, A CREEK IN THE PORT OF MILFORD.

PILOTAGE—As may be agreed on. There are no other charge at this place. BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, from 10 to 12 feet; neap tides, from 7 to 8 feet.

#### LIVERPOOL.

STEAM TUG COMPANY'S RATES OF TOWING.

Boats' Names.	Nos.	Horse Power.	R	m De o the ock gazin	or	River		.W.	per h	our b	wing seyond at thip suoy.	or N hip to Dock	. W.	Buoy Light er or same	per l fro N.W	nour in m bey	ward ond t Ship
	i		L.	5.	d.	L.	8.	d.	L.	8.	d.	L.	5.	d	L.	8.	d.
Albert,	1	100	5	5	0	14	<b>14</b>	0	2	10	0	12	12	0	2	2	0
President,	2	100	5	5	0	14	14	0	2	10	0	12	12	0	2	2	0
Victoria,	3	100	5	5	0	14	14	0	2	10	0	12	12	0	2	2	0
Hero,	4	100	5	5	0	14	14	0	2	10	0	12	12	0	2	2	0
Mona,	5	70	4	4	0	12	0	0	2	0	0	10	0	0	1	15	0
Ormrod	6	40	3	0	0	8	0	0	1	10	0	7	Ó	0	1	0	0
Druid,	7	40	3	0	0	8	0	0	1	10	0	7	0	0	1	0	0

The above rates do not apply in cases of assistance rendered to vessels in distress or stranded.

When two vessels are towed at the same time by one boat, the charge is three-fourths of the above rates for each vessel.

When a packet is sent out expressly for a vessel, the towage inwards is the same as the towage outwards.

Boats' Names. N	Vos.	Horse Power.	from I	liver t	essels o Dock Hour.	addi:	or eve	ry Hour.	or 1	Sloyne Magaz Idition	Rock, ines, al.	Towing Vesssela from Dock to Dock.			
4.12		100	L.	1.	d.	L.	8.	d.	1	3.	ď	L.	1.	d.	
Albert,	1	100	2	2	0	1	10	0	1	1	U	3	0	U	
President,	2	100	2	2	0	1	10	0	1	1	0	3	0	0	
Victoria,	3	100	2	2	0	1	10	0	1	1	0	3	0	0	
Hero,	4	100	2	2	0	1	10	0	1	1	0	3	0	0	
Mona,	5	70	2	0	0	1	5	0	1	0	0	2	0	0	
Ormrod,	6	40	1	10	0	1	0	0	0	15	0	1	10	0	
Druid,	7	40	1	10	0	1	0	0	0	15	0	1	10	0	

Vessels making fast to the steam boats are charged not less than one hour, and for additional time not less than half-an-hour.

The signal to be made when the assistance of the company's boats is wanted is a wiff at the main.

#### PILOTAGE.

# British Vessels trading to Foreign Parts. INWARDS.

Per foot.

From the length of the west end of Great Ormshead, bearing S. by W. s. p. or before Penman Bachan be shut in with Great Ormshead, at the
rate of 9 0
From the eastward of Great Ormshead, as above
From the only house now on Great Hilbre Island, bearing S.S.W. by the compass, or shall be piloted from the Road of Hoylake only, or from the buoy of the Fairway in Formby Channel,
OUTWARDS.
Whether through the Rock or Formby Channel, 4 0
No British vessel trading to foreign parts, inward or outward bound, is to re-
fuse a pilot; but if such vessel has passed the Brazil Buoy in the Rock Chan-
nel, or the Middle Patch Buoy in Formby Channel, or if a pilot-boat falls in with
a vessel in the Narrows of the Channels in stormy weather, that she cannot
board her without imminent danger, the pilot shall then lead the way, and in
either case be entitled to such pilotage as shall be awarded by the committee at
their next meeting.
Alien vessels pay 3s. per foot more than the above rates.
An alien vessel, inward or outward bound, is not to refuse a pilot, as cir-
cumstances are described for English-foreign vessels, as above.
For coasting vessels, and those trading to and from Ireland, the Islands of Faro or
Ferro, Jersey, Guernsey, Alderney, Sark, and Man.
INWARDS. S. D.
From the length of Great Ormshead, as above, at the rate of 4 6
From the eastward of Great Ormshead, as above,
From the only house now on Great Hilbre Island, bearing S.S.W. by the
compass, or shall be piloted from the road of Hoylake only, or from the
buoy of the Fairway in Formby Channel, 2 0
OUTWARDS.
Whether through the Rock or Formby Channel, 2 0
No coasting vessel to pay for less than eight feet of water, nor any vessel to
pay for odd inches, under half a foot. No coasting vessel, inward or outward
bound, of the burthen of 100 tons or upwards, (unless she be in ballast,) is to re-
fuse a pilot, as the master or owner, &c. must pay the full pilotage if one be
offered. No vessel to be deemed a coaster unless she has been six months in
that trade. EXTRA PAY. Per day.
In the river, exclusive of the day coming from sea, the day of docking, s. D.
and the day of going to sea, for the pilot's attendance, if required
by the master, owner, &c
The pilotage from sea into Hoylake is one-half inward, and from Hoylake out
to sea one-half outwards.
Notwithstanding the pilot or the boat be not employed a whole day, to be paid
for a day.
So far includes all the rates and prices for pilotage and extra pay.
The pilot's committee beg leave to recommend to the merchants of Liverpool,

The pilot's committee beg leave to recommend to the merchants of Liverpool, &c. that when a pilot conducts a vessel into port to their satisfaction, to employ the same pilot to take the vessel out again; and if he should be absent on duty, that one belonging to the same boat be employed.

PILOTS' RULES AND REGULATIONS.

Pilots refusing to conduct or assist vessels in distress, to forfeit £10, and lose their license.

Masters in the coasting trade, in ballast, or under the burthen of 100 tons, may pilot their own vessels.

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#### PILOTS' RULES AND REGULATIONS—(Continued.)

Masters of vessels forcibly taking pilots beyond the limits of the port, shall forfeit not exceeding £20 nor less than £5.

Vessels liable to pay pilotage coming into port, to display a signal for a pilot,

under a penalty of £5.

Rewards to pilots assisting vessels in distress, to be settled by the committee. Compensation to be made to pilots for taking vessels out of the port, which have been forced back, to be fixed by the committee.

Vessels forced back after parting with the pilot, and piloted out again from

Hoylake, to pay one-half the prices.

Every master to give the pilot a true account of the draught of water of his vessel, and pilots authorized to admeasure,

The first pilot-boat on turn at the westward, to carry a red and white light

horizontally, and the second, third, and fourth a red light only.

At a meeting of the committee, held on the 20th Nov. 1835, it was ordered,

"That it shall be one of the duties of the master pilots to take charge of all outward-bound vessels of 500 tons burthen or upwards, and of all vessels drawing more than 17 feet water.

"That, for the purpose of carrying this resolution fully into effect, eleven additional master pilots be appointed, but who shall not be masters of the boats."

At a meeting of the pilot committee, held on the 3d of September, 1835, it was ordered,

"That henceforth no pilot be allowed to lay a vessel aground, without a written order from the master or owner; penalty £5."

At a meeting of the pilot committee, held on the 3d of November, 1836, it

was ordered,

"That in future every master of the pilot-boats sending a pilot, branched only for 12 feet, to take charge of vessels drawing more than 12 feet, be fined in a sum not exceeding £5

not exceeding £5.		
HARBOUR AND DOCK DUES.	Per i	ton.
Between the Mull of Galloway and St. David's Head, including the Isles of Man and Anglesea, the sum of	s. 0	D. 21
between St. David's Head and the Land's End, including the Scilly Islands and the east coast of Ireland, from Cape Clear to Malling	•	0.3
Head, the sum of	0	33
Head, including the islands on that coast, the sum of	0	5 <u>‡</u>
Isles, and Iceland, the sum of	0	9
Western Islands, Madeira, and Azores, the the sum of		0
St. Helena, Ascension, and the Cape de Verde Islands, the sum of	1	6

LIGHT-HOUSE DUTIES.	Per	ton.
For every vessel trading or sailing to or from the port of Liverpool and St. David's Head, or Carlisle, or to any other port or place between	s.	D.
Liverpool and St. David's Head, or Carlisle, the sum of		0 <del>1</del>
cent Islands, not herein-above named, the sum of		0 <u>1</u>
Great Britain and Ireland, or the adjacent islands, the sum of	0	1
All vessels sailing to or from Liverpool to any port or place between Duncansbay Head and the Land's End, on the west side of Great Britain, and between Malling Head and Cape Clear, on the east side		
of Ireland,	0	0 <del>8</del>
on the west coast of Ireland,	0	01
ward of Cape Horn,  All vessels sailing to or from Liverpool to any port or place to the east-	0	0 <del>1</del>
ward of the Cape of Good Hope, and the westward of Cape Horn,	0	1

## LIMERICK.

Towage.—There are two steam boats which ply daily between Kilrush and this port, which can be had for towing, but this is seldom resorted to, as the charge is heavy.

	P	10	L	T	Α.	G)	8.		
			-			_		_	

		Betwee	en Lii	nerick d	ınd Foyn	ie's 184	and.			
Vessels 8	and not	exceedin	g 12	feet,	•••		•••	28.	6d.	per foot.
Above 12	,,	"	14	,,	•••			3	0	,,
,, 14	"	` ))	17	"	•••	•••	•••	4	0	,,
		Betv	veen 1	Limerick	and La	basheed	la.			
Vessels 8	and not e	xceedin	g 12	feet,	•••		•••	3s.	0d.	per foot.
Above 12	"	"	14	,,	•••	•••	•••	3	6	<b>,</b>
"14	,,	,,	17	,,	•••	•••	•••	4	6	,,
	Between	n Limer	ick an	d Tarb	ert, or S	cattery	, if requ	uired.	,	
Vessels 8	and not	exceedin	g 12	feet,	•••	•••		38.	6d.	per foot.
Above 12	"	"	14	"	•••	•••	•••	4	0	- ,,
,, 14	,,	,,	17	,,	•••	•••	•••	5	0	"
Vessels	over 17	feet drav	ight of	f water	to be p	aid for	accord	ing to	9.8	reement.

Vessels over 17 feet draught of water to be paid for according to agreement Any dispute to be referred to the commissioners.

Vessels coming in from sea, boarded to the westward of Kilcradrane Point, to pay, in addition to these rates, 6d. per foot; westward of Loop's Head, 1s. per foot. Vessels not being British registered pay one-fourth in addition to the foregoing rates.

#### PILOT REGULATIONS.

A pilot leading the way for any vessel, which he may not be able to board, to be entitled to the same pilotage as if on board.

Whenever any pilot takes charge of a vessel in distress at a distance from the harbour, or runs any extraordinary risk, such pilot is not to be confined to the

rates laid down in the table; but in case of disagreement with the master of such vessel, the matter may be referred to the commissioners.

Yawls or tow-boats supplied by pilots for attending vessels shall be paid for the first tide of 12 hours, 5s. for the boat, and 2s. 6d. for each man on board; and

half of those sums for every tide of 12 hours after while so employed.

Any master or commander of a vessel requiring the assistance of a pilot to re-

move her from one berth to another, shall be liable to pay for such service, according to the size of the vessel, a sum not less than 2s. 6d., nor more than 5s.; and if any master or commander of a vessel shall detain a pilot on board in any part of the river, he shall be liable to pay such pilot at the rate of 5s. per day.

When a pilot takes charge of any vessel, either coming from or going to sea, he is not to quit her, either by day or by night, until the service is completed, without permission from the master or (in his absence) from the mate of such vessel; and if he should act in opposition to this rule, he shall forfeit his license.

Any pilot passing a vessel which has a signal for a pilot flying, for the purpose of taking charge of any other vessel, shall, on satisfactory proof before the commissioners, forfeit his license.

Any pilot, in a state of intoxication, taking charge of a vessel, or who shall become intoxicated while in the charge thereof, shall, on sufficient proof of such offence before the commissioners, forfeit his license.

Pilots to take particular care that the captains of vessels under their charge do not cause any of their ballast to be thrown into the river; and in case of any such offence being committed, the pilot in charge is required to give immediate information to the harbour master.

Every pilot, on boarding a vessel, to produce to the captain his license, with a printed copy of these regulations.

#### TONNAGE DUES.

PLANKAGE.—No charge; merchants furnish them.

Ballast.—Limestone, 1s. per ton; rubbish, 10d; put on board two or three vessels from the quay.

DEPTH OF WATER.—Spring tides, 18½ feet; neap tides, 14 feet. Southerly winds cause the tide to rise above this level; easterly winds have a contrary effect.

## LLANSAINFORD—(See End of Appendix.)

#### LOCHGILPHEAD, A CREEK IN THE PORT OF GREENOCK.

A small stone pier has been erected here by Sir John Ord, Bart. Kilmory. Pilotage—As may be agreed on.

HARBOUR Dues.—Vessels, 1d. per ton; boats landing cargoes, 1s. each.

BALLAST.-Laid alongside, 9d. per ton.

Vessels of easy draught of water only can get to this place, the greatest tides seldom exceeding 7 feet. There is a light on the pier-head, but no charge is made.

## LONDON—(See End of Appendix.)

#### LOSSIEMOUTH, A CREEK IN THE PORT OF INVERNESS.

Charges the same as at Stotfield, for which see page 126.

#### LOWESTOFT, A CREEK IN THE PORT OF YARMOUTH.

PILOTAGE.—Vessels drawing less than 8 feet, 2s. per foot; 8 feet and upwards, 2s. 6d. per foot.

HARBOUR DUES.—No charge on vessels trading. Vessels taking shelter in the harbour, pay 2d. per ton on their register tonnage, after which (should they return through stress of weather on the same voyage) they will only be charged 2s. each time they enter. Vessels employed solely in fishing, and pilot vessels, 1½d. per ton. Steam tugs (in common cases), 10s. out or in. Ballast—Put on board, 1s. 3d. per ton.

DEPTH OF WATER.—Spring tides, 10 feet; neap tides, from 8 to 9 feet; with

a N.W. wind, frequently 11 or 12 feet.

BRIDGE SIGNALS.—Vessels coming into the harbour by day are to hoist a flag and keep it flying until they have passed the lock. Vessels coming in after dark, are to show a light at their bowsprit, which will be answered by two green lights from the bridge, which when kept one over the other will bring a vessel between the piers, but vessels are not to draw near to the bridge until the signal is made of its being open, viz. a red light under the green one. Vessels going out of the harbour by day to hoist a flag and keep it flying until they have passed the lock. Vessels going out after dark are to show a light at their bowsprit, which will be answered by one green light; but vessels are not to draw near to the bridge until this light is changed to red, being the signal that the bridge is open. Any person neglecting to comply with these orders shall forfeit and pay the sum of £2. R. B. Matthews, harbour master.

## MAIDSTONE, A CREEK IN THE PORT OF ROCHESTER.

The charges at this creek are the same as at Rochester, see page 114. As the tide does not reach Maidstone, the depth of water is generally the same, viz. about five feet at the Bridge Wharf. Ballast, 1s. per ton.

## MEVAGISSEY—(See End of Appendix.)

## MIDDLESBOROUGH, A CREEK IN THE PORT OF STOCKTON.

Towage.—See Stockton, page 124.

PILOTAGE.—From sea to Middlesborough, and vice versa, British vessels, 2s. 3d. per foot; foreign vessels, 3s. 9d. per foot. Between the 1st of October and the 1st of April, 3d. per foot extra.

HARBOUR DUES.—Vessels laden with goods, inwards or outwards, 6d. per

ton; colliers, 3d. per ton; for the Tees navigation dues.

TEES BAY LIGHTS.—2s. 6d. per mast.

RIVER LIGHTS AND BEACONS.—Vessels under 140 tons, 6d. per vessel; above 140 tons, 1s. per vessel each voyage.

LIFE BOAT.—Vessels under 140 tons, 3d. per vessel; above 140 tons, 6d.

Anchorage and Plankage.—2s. 6d. per vessel.

Ballast.—Taken out, from 3d. to  $4\frac{1}{2}d$ . per ton.

DEPTH OF WATER ON THE BAR.—Ordinary spring tides, 29 feet; neap tides, 22 feet. Robert Anderson, harbour master.

#### MILFORD.

Milford Haven is one of the best harbours in Britain, and its situation is well adapted for vessels taking shelter in distress, being of easy access.

PILOTAGE. Vessels from Sea into the Harbour of Milford, and up and down the said Harbour. From a line drawn from St. Ann's Point to Sheep Island, to any part of the harbour below a line drawn from Newton Nose to Martin's Haven, under 14 feet, 2s. 6d.; 14 feet and upwards, 3s. 6d. From a line drawn from St Ann's Point to Sheep Island, or from Hubberstone Road to any place from a line drawn from Newton Nose Point to Martin's Haven, in addition, under 14 feet, 2s.; 14 feet and upwards, 2s. 6d. Additional Rates for Vessels boarded without the Entrance of the Harbour. From a line drawn from Lenny Point to Scokem Island, 2s. per foot. If to the southward of St. Gowen's Head, 3s. per foot. From Caldy Island eastward, or from the westward of Grasholm, or three leagues without Lenny Point, in addition to the harbour pilotage, £3 3s.; six leagues, £4 4s.; ten leagues, £6 6s. Vessels not having British registers pay one-fourth in addition to the above rates. Rates for services and assistance performed in the harbour. 1st.—For a boat carrying an anchor of above six cwt. with a corresponding hawser, if in Hubberstone Road (not exceeding, at the discretion of the sub-commissioners), ......£2 Each man in the boat, per tide, ..... 2d.-For a boat carrying an anchor of above six cwt. with a corresponding hawser, if below Hubberstone Road and above the Stack Rock (not exceeding, at the discretion of the sub-commissioners),... 2 12 6 ponding hawser, if in Dale Road, and the anchor be brought from Milford, ..... 0 Each man in the boat, per tide, ..... 5 0 If carried from Dale, ...... 2 12 6 Each man in the boat, per tide, ..... 0 For a boat carrying off an anchor of three cwt. and not exceeding six cwt. with a corresponding hawser, the boat and men to have threefourths of the above-specified sums. With an anchor of two cwt. and not exceeding three cwt. with a corresponding hawser, the boat and men to have one-half of the said above-specified sums. For unmooring a vessel drawing 14 feet of water and upwards, and bringing her alongside the quay or to Hubberstone Pill, from the First Situation above-mentioned; for the pilot, ..... If with a boat, an additional sum (not exceeding, at the discretion of the sub-commissioners) of ...... Each person employed, per tide,..... For unmooring a vessel drawing 14 feet of water and upwards, and bringing her alongside the quay or to Hubberstone Pill, from the Second Situation specified; for the pilot, ..... If with a boat, an additional sum (not exceeding, at the discretion of the sub-commissioners) of ...... 6 Each person employed, per tide,..... 0 For unmooring a vessel drawing 14 feet of water and upwards, and

bringing her alongside the quay or to Hubberstone Pill, from the Third Situation described; for the pilot, .....

If with a boat, an additional sum of ......

Each person employed, per tide,.....

1 11

0 10 6

0

For taking vessels of 14 feet draught of water and upwards from the Quays of Hubberstone l'ill to Moorings in any of the Situations before-mentioned, the like sums above-specified.

Vessels under 14 feet draught of water, to or from the Situation before-mentioned, three-fourths of the sums above-specified.

For new mooring a vessel drawing 14 feet of water, in the Situation

first described; for the pilot, .....£0 10 If with a boat, an additional sum of ...... 0 10 Each person employed, per tide,.....

Vessels not having British registers pay one-fourth in addition to the above rates. QUAYAGE AND MOORAGE-One halfpenny per register ton. Vessels lying up alongside the quay for more than one month and not exceeding two months, 2d. per register ton; and for every succeeding month, the additional sum of 10s. Foreign vessels discharging, 1s. per register ton. Coasters, 2d. per ton, loading

or discharging.

Although, according to the Act a shilling per ton, as stated above, can be charged on foreign vessels, the charge made at present is only 9d. per ton. Anchorage-4d. on every vessel on the ground in Hubberstone Pill.

Vessels liable to be removed for loading or discharging vessels.

BALLAST-From 8d. to 9d. per ton. No rubbish or ballast to be hove into

Hubberstone Pill, under a penalty.

DEPTH OF WATER.—In the harbour the tides are moderate—running spring tides about three miles per hour, and rise and fall about 30 feet; neap tides run about one mile and a half per hour, and rise and fall about 20 feet. The depth of water in the middle of the harbour, from the entrance to Langum Poole, a distance of 20 miles, is not less than 10 fathoms at low water spring tides.

The Royal Dockyard, the best building-yard in the kingdom, stands on the

south side, half way from the entrance to Langum Poole.

There are great accommodation and facilities to repair vessels at this port, as the tides are out all day.

#### MONTROSE.

#### PILOTAGE.

	FIRST	BOAT.	SECOND BOAT.							
Tons Register.	Inwards.	Outwards.	Inwards.	Outwards.						
All under 40 tons, 40 and under 50 ,, 50 ,, 60 ,, 60 ,, 70 ,, 70 ,, 85 ,, 109 ,, 120 ,, 120 ,, 150 ,, 175 ,, 175 ,, 200 ,, 250 ,, 300 and upwards,	£ s. d. 0 6 0 0 7 0 0 8 0 0 9 0 0 10 0 0 12 0 0 15 0 1 0 0 1 7 6 1 10 0 1 15 0 2 0 0	£ s. d. 0 4 6 0 5 3 0 6 0 0 6 9 0 7 6 0 9 0 0 11 3 0 15 0 0 18 9 1 0 7 1 2 6 1 6 3 1 10 0	# s. d. 0 5 0 0 6 0 0 6 6 0 7 0 0 7 6 0 8 0 0 9 0 0 10 0 0 11 0 0 12 0 0 13 0 0 14 0 0 15 0	£ s. d. 0 4 0 0 5 0 0 5 6 0 6 0 0 6 6 0 6 9 0 7 6 0 8 3 0 9 0 0 10 6 0 11 3						

Third boat the same as the second boat.

Pilots are allowed 5s. for a boat and crew each extra tide's work.

In addition to the above, the pilot master is allowed, as a remuneration for his various duties, 6d. per mast for each vessel entering the harbour, which is paid by and levied from the shipowner, shipmaster, or any other party liable in pilotage.

Each pilot taking charge of any vessel shall have a sufficient boat with four men, exclusive of himself, none of whom under 16 years of age, who, with the boat, shall remain with the vessel until she be safely moored in her berth to the satisfaction of the berth master. In the event of the boat being insufficient, or not being properly manned, the pilot shall forfeit his pilotage dues. All the pilot boats are numbered, after being ascertained to be sufficient by the pilot-master.

No pilot shall be entitled to go past a smaller vessel, to pilot a larger one, but shall be bound to take charge of the nearest vessel requiring a pilot, excepting by express order of the pilot-master. Any pilot contravening this rule shall not

be entitled to recover more dues than the pilotage of the smaller vessel.

The pilots are all furnished with licenses and a copy of regulations, together with badges having their own names and numbers of their boats marked on them, which they must carry about with them on all occasions when employed as pilots, and they shall be obliged to produce them when called upon, otherwise the masters of vessels shall not be bound to accept of their services, or pay the dues of pilotage.

Not less than six licensed pilots, with their boats and crews, are always at

the port.

Any person acting as a pilot without being licensed, or after his license has expired, or has been recalled, shall not be entitled to receive any pilotage dues, and shall moreover be liable in a penalty not exceeding £10 for each offence.

HARBOUR DUES.	Per Re	g. Ton.
All vessels navigating to the southward of the Tropic of Capricorn,	1	s. 6d.
Between the Equator and the Tropic of Capricorn,	1	3
Between the Tropic of Cancer and the Equator,	1 its	0
Fisheries, and all within the Straits of Gibraltar,	0 m	8
Azores, Madeira, or Teneriffe Islands,  To or from any port between Gibraltar and Drontheim, including Dro		7
theim, and from any port in the Baltic,	ds	5
Orkneys,	0	3
Britain, &c. excepting Scotland,	0 d,	2
and all vessels while engaged in the herring trade,	0 ng nd	11/2
sively,	0	2

It shall be in the option of the trustees to charge either the tonnage dues on the voyage inwards or on the voyage outwards, at the rates specified in the above schedule, according to the distance; and if the charge be made on the voyage outwards, there shall be deducted from it the amount of the dues that may have been previously paid on the voyage inwards; but if such vessels sail in ballast, they shall be charged with dues on the inward voyage only.

All vessels launched at the port of Montrose to pay half tonnage dues on the voyage outwards, according to the distance of the port to which such vessels sail, provided they take goods on board; but if they sail in ballast, no dues shall be

charged.

All vessels with cargoes to be permitted to enter the harbour of Montrose, for safety or convenience, by payment of one-half the tonnage dues; but if they shall take goods on board (stores for their own use excepted), or break bulk, they shall be liable in the full tonnage dues.

All vessels remaining in harbour to pay, after two months, one penny per

register ton per month in advance.

Each vessel entering the harbour, and loading or unloading goods or ballast within the same, or performing both operations before leaving the harbour, to pay, in name of plank money (whether a plank be used or not), as follows:—

Vessels amounting to and not exceeding 20 tons, ••• Exceeding 20 tons, and not exceeding 50 1 50 100 2 100 150 2 6 ,, " " " ,, 150 ,, ,, 200 ,, ,, 250 ,, ,, 200 3 ,, " " 250 " " 300 " 300 350 ,, " ,, ••• ,, 350 ,, 400 6 • • • 400 tons and upwards,

All vessels leaving the harbour for the purpose of taking on board ballast in any part of the river South Esk, and returning to the said harbour with ballast, shall not be liable in shore dues for such return.

All vessels sailing from the port, and put back by stress of weather or any other cause, without having accomplished her voyage, shall not be liable in additional dues for such return.

All vessels arriving in ballast for the purpose of being repaired, and departing

in ballast, shall be exempted from shore dues.

Under the act passed 26th May, 1839, it is provided, "That nothing in this act contained shall authorise, or be so construed as to authorise, the levying or exacting of any duties, dues, or imposts of any description, on vessels navigating the Basin of Montrose to the westward of the Chain Bridge and Inch Bridge, across the said river South Esk, other than such duties, dues, or imposts, as have heretofore been in use to be levied, or which the Magistrates and Town Council of Montrose had a right to levy in the said basin to the westward of the said bridges prior to the passing of the act."

LIGHT DUES.—One halfpenny per ton. PLANKAGE.—2s. each vessel.

Anchorage and Ringage.—Three farthings per ton for vessels, and  $3\frac{1}{3}d$ . for boats.

Ballast.—At the east quay, &d. per ton; at the west quay, 10d. per ton. Ballast having once paid shore dues, but afterwards shifted from one ship to another in the harbour, is not to be charged a second time, unless relanded.

DEPTH OF WATER.—Between the Annot Buoy and the Ness Rocks, 193 feet at low water; at the upper Beacon, there is the least water in the river, 81

feet; the average rise of stream tides, 131 feet.

There is at present in the course of erection, a new wet dock, but no additional charge will be made, as the act for it is already in operation. It is expected the dock will be opened in the spring of 1843.

#### MONIFIETH, A CREEK IN THE PORT OF DUNDEE.

Vessels discharge on the beach at this place, where there are a number of buoys laid down which serve to direct vessels to a proper discharging berth, as well as answer the purpose of moorings.

PILOTAGE—As may be agreed on. There are no regular pilots at this creek.

Tonnage dues same as Dundee, see page 51.

No plank dues are payable here. BALLAST FOR THE TAKING.

Vessels not exceeding 8 or 9 feet water can discharge here.

## MOYSTON, A CREEK IN THE PORT OF CHESTER.

The imports at this place are inconsiderable. Large quantities of coal are shipped for Ireland, Lancaster, North and South Wales, Liverpool, &c.

There is a steamer plies daily 'twixt this and Liverpool; she is the property of the proprietors of the collieries, and tows vessels occasionally up the Gutter.

PILOTAGE.—Vessels from foreign, with cargo, (in summer,) 4s. per foot; do. do. (in winter,) 5s. per foot; do. with ballast, 2s. 6d. per foot; coasters, with cargo, 2s. per foot.

BALLAST.—No charge for discharging; vessels never ballast here, on account

of the abundance of coal.

DEPTH OF WATER.—Spring tides, 15 feet; neap tides, 8 feet.

#### NEWCASTLE-UPON-TYNE.

RATES OF TOWING VESSELS ON THE TYNE.

Size of Light Vessels.		Jarrow and Hebburn L. Reach. and Pelaw.	St. Anth. & Brandling's		Newcastle			
2 and 3 Keels.		£ s. d. £ s. d. 0 8 0 0 9 0	£ s. d.	£ s. d.	£ 4. d.			
4 ,, 5 do.		0 9 0 0 10 0	0 11 0	0 12 0	0 12 0			
6 ,, 7 do.		0 10 0 0 11 0	0 13 0	0 15 0	0 16 0			
8 ,, 9 do.	0 9 0 0	0 11 0 0 12 0	0 15 0	0 17 0	0 18 0			
10 ,, 11 do.	0 1.7 0 1	0 12 0 0 14 0	0 16 0	0 18 0	1 0 0			
12 ,, 13 do.	• • •   •	0 13 0 0 15 0	0 17 0	1 0 0	1 1 0			
14 ,, 15 do.	0 .0 0	0 14 0 0 16 0	0 18 0	1 1 0	1 3 0			
16 ,, 17 do. 18 19 do.	0 0   0	0 15 0 0 17 0	1 0 0	1 2 0	1 5 0			
,,		0 16 0 0 18 0	1 1 0	1 4 0	1 7 0			
99 99 40	0.0	0 17 0 0 19 0	1 3 0	1 6 0	1 9 0			
94 95 do		0 19 0 1 2 0	1 4 0	1 7 0	1 10 0			
93 " 97 do	0 19 0	1 1 0 1 4 0	1 7 0	1 10 0	1 12 0			
28 ,, 29 do.	1 0 0 1	1 3 0 1 6 0	1 9 0	1 12 0	1 15 0			

Fish boats, from sea to Newcastle, 12s.; from Shields to Newcastle, 10s.; from Newcastle to Shields, 6s. Light Keels, from Shields to Newcastle, 3s.; Load Keels, chalk or ballast, 4s.; Load Keels, with goods, by agreement.

All vessels towed from below the Well in Hay-hole upwards to pay the same as from Shields, and downwards from above the Well, the same as from Howdon. Vessels towed down the river to the Beacon, to have a fourth pay to sea.

.1	Size of Howdon Shields				Jarrow & L. Reach to Shields.				Pelaw Main to Shields.			andl to Shield	_	Tyne M. & St Lawr. to Shields.			Newcastle to Shields.			Shields to Sea.					
L					£	8.	d.	£	8.	d.	£	8.	d.	£	8.	d.	£	s.	d.	£	8.	d.	£	s,	d.
2	an	d .	3	keels,	0	8	0	0	9	0	0	11	0	0	12	0	0	13	0	0	14	0	0	9	0
4	• ,,		5	do.	0	9	0	0	11	6	0	13	0	0	14	6	0	15	0	0	16	0	0	10	0
6	,,,		7	do.	0	11	0	0	13	0	0	16	0	0	17	0	0	18	0	1	0	0	0	11	0
8	,,		9	do.	0	12	6	0	14	0	0	18	0	0	19	0	1	0	0	1	3	0	0	13	0
10	,,	1	ı	do.	0	15	0	0	16	0	1	0	0	1	2	0	1	3	0	1	6	0	0	15	0
12	,,	1	3	do.	0	18	0	0	19	0	1	3	0	1	5	0	1	6	0	1	9	0	0	16	0
14	,;	1	ō	do.	1	0	0	1	2	0	1	6	0	ı	8	0	1	9	0	1	12	0	n	18	0
16	,,	1	7	do.	ı	1	0	1	4	0	1	9	0	1	11	0	1	12	0	1	15	0	1	0	0
18	٠,,	1	9	do.	1	3	0	ı	6	0	1	12	6	1	14	0	1	15	0	2	0	0	1	2	6
20	,,	2	l	do.	1	5	0	1	10	0	1	16	0	1	18	0	2	0	0	2	5	0	1	5	0
22	,,	2	3	do.	1	7	6	1	12	0	1	18	0	2	0	0	2	5	0	2	10	0	1	7	6
24	,,	2	5	do.	1	10	0	1	14	0	2	0	0	2	3	0	2	10	0	2	15	0	1	10	0
26	,,	2	7	do.	1	12	0	1	16	0	2	2	0	2	6	0	2	15	0	3	0	0	1	12	6
28	_,,	2	9_	do.	1	14	0	1	18	0	2	5	0	2	10	0	3	0	0	3	5	0	1	15	0

Vessels towed from Shields to the Lower Buoy by agreement. Loaded vessels from sea to Shields, the same as from Shields to sea; and from sea to Newcastle, the same as Newcastle to sea. Vessels towed down the river to Shields, and wishing to go direct to sea, to pay one half of the sea foy added to the river foy; but no steam boat is compelled to tow to sea if the master of the steam boat does not think it prudent or safe to do so. Steam vessels engaged and disappointed, to have half pay.

The proprietors of steam vessels are not accountable for any damage that may

happen to vessels whilst towing.

PILOTAGE.

Sea Pilotage-Inwards or outwards, from 1st April to 1st October, 1s. 3d. per fo ot; from 1st October to 1st April, 1s. 6d. per foot.

River Pilotage—Upwards or downwards, from Shields to Bill Point, 1s. per foot; above Bill Point up to Newcastle, 1s. 6d. per foot. Vessels not privileged, 6d. per foot additional. Foreign vessels having lee-boards, 5s. additional.

HARBOUR DUES.—Vessels in ballast, 4s. 2d.; with cargo, 4s. 6d. Low Lights.—British and privileged vessels (each laden passage), under 50 tons, 1s. 5d.; 50 and under 100 tons, 1s. 10d.; 100 and under 200 tons, 2s. 2d.; 200 and under 300 tons, 2s. 7d.; 300 tons and upwards, 2s. 11d. Foreign ves-

sels under 200 tons, 3s. 8d.; above 300 tons, 3s. 9d.
WHITEY PIER DUES.—One halfpenny per chaldron on coal.

Ballast.—Dues payable to the Corporation, 1s. 6d. per ton; Cranage and filling, 9d. per ton.

## NEWCASTLE, PORT OF NEWRY—(See End of Appendix.)

#### NEWHAVEN, A CREEK IN THE PORT OF LEITH.

No vessels discharge at this creek, it being merely a pier for the accommodation of the ferry boats and others plying in the Frith of Forth.

## NEWPORT-(See End of Appendix.)

## NEW QUAY, A CREEK IN THE PORT OF CARDIGAN...

PILOTAGE.—In and out, 1d. per ton register, boat and men included. Each tide's work within the harbour, 2s. 6d.

HARBOUR Dues.—Vessels wind-bound, 3d. per ton; foreign vessels, 4d. per ton; vessels discharging or loading cargo, 4d. per ton. Anchorage in the Roads, outside the pier, 3d. per ton.

Ballast.—One halfpenny per ton; put on board the vessel, 5d. per ton.

DEPTH OF WATER AT THE PIER HEAD.—Spring tides, high water, 25 feet; low water, 9 feet.

Evan Evans, harbour master.

## NEW QUAY, ST. COLUMB MINOR, CORNWALL.

PILOTAGE.—In and out, 2d. per ton register.

HARBOUR Dues.—Vessels in the coasting trade, ld. per register ton; vessels in the foreign trade, 2d. per register ton.

BALLAST.—Sand, 2d. per ton.

DEPTH OF WATER AT THE PIER HEAD.—Spring tides, 18 to 24 feet; neap tides, 12 to 14 feet.

A new pier has lately been erected here at great expense, and on a large scale; and other improvements, for the accomodation of the shipping which may come to the place, are in active progress.

## NEWTON (ISLE OF WIGHT), A CREEK IN THE PORT OF COWES.

PILOTAGE.—2s. per foot. HARBOUR DUES .- 2s. each vessel.

BALLAST.-1s. 6d. per ton.

DEPTH OF WATER.—Spring tides, 22 feet; neap tides, 17 feet.

#### NOULTON, A CREEK IN THE PORT OF MILFORD.

PILOTAGE—As may be agreed on. No other charges at this creek. BALLAST FOR THE TAKING. DEPTH OF WATER.—Spring tides, 10 to 12 feet; neap tides, 7 to 8 feet.

#### OBAN, A CREEK IN THE PORT OF GREENOCK.

The bay of Oban is situated on the north-west coast of Argyleshire, is of a simicircular form, from 10 to 25 fathoms deep. It has two entrances, one from the south-west, and the other from the north. It affords a very safe roadstead, being defended in front from the Atlantic by the island of Kerrers. There are two quays, one on the south-west and the other on the north-east sides of the harbour, where vessels of 300 to 400 tons could discharge their cargoes, there being a rise of 171 feet at spring tides, and of 14 feet at neap tides, at both.

HARBOUR DUES .- 1d. per ton register. This is the only charge here, there being no tug-boat or pilots required.

BALLAST FOR THE CARTING.

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#### ORFORD, A CREEK IN THE PORT OF ALDBOROUGH.

PILOTAGE.—Into the haven's mouth, summer and winter, 1s. 6d. per foot. HARBOUR DUES.—Anchorage, 1s. 8d. per vessel. Beaconage, 2s. per vessel. Lanterns are hung on the beacons at night, when required.

Ballast.—5s. per vessel. Planks, 2s.
Depth of Water on the Bar.—Spring tides, 13 feet; neap tides, 11 feet. The harbour is subject to great alteration in a tide or two by gales of wind, on account of a loose shifting shingle.

#### OXWICH, A CREEK IN THE PORT OF SWANSEA.

Vessels discharge here on the beach. There is a good roadstead where vessels may ride safely in four or five fathoms water, except when the wind is from the S.E.

There are no tug-boat, pilot, harbour dues, or any local charges at this creek.

## PARR—(See End of Appendix.)

### PASSAGE, A CREEK IN THE PORT OF WATERFORD.

#### TOWING BETWEEN WATERFORD AND PASSAGE. In ballast. Loaded. Vessels 40 to 80 tons per register, £0 15 0 ... £1 0 0 80 ,, 100 1 0 0 1 5 • • • " ,, " 100 ,, 120 1 5 0 1 10 0 ,, " ,, 120 ,, 140 ,, 1 10 0 1 15 • • • " ,, 140 ,, 150 ,, 1 15 0

#### TOWING BETWEEN WATERFORD AND PASSAGE—(Continued.)

	100	w	190	tons	per re	gister,	£2	0	0	•••		• • •	${f \pounds 2}$	5	0
"	180	,,	200	,,,	٠,,	",	2	15	0	•••	•••		3	0	0
,,	200	,,	220	,,	"	"	3	10	0	•••	•••	•••	3	15	0,
"	220	,,	240	,,	,,	,,	3	15	0	•••	•••		4	0	0
"	240	,,	260	,,	,,	,,	4	10	0	•••	•••		4	15	Q
,,			280		,,	,,	4	45	0		•••		5	0	0
,,			300		,,	,,	5	0	0	•••	•••	•••	5	10	0
,,			320		,,	,,	5	10	0	•••	•••	,	6	0	0
,,			340		,,	"	6	0	0	•••	•••	•••	6	10	0
,,	340	,,	360	,,	"	"	6	10	0	•••	•••	•••	7	10	0
,,	<b>3</b> 60	,,	380	"	"	"	7	0	0	•••	•••		8	0	0
<b>#</b> 2	380	,,	400	,,	,,	"	8	0	0	,	•••	• • •	9	0	0.
"			420		,,	2"	9	0	0	•••	•••	•••	10	0	0
,,			440		,,	"	10	0	0.	•••			11	0	0
"	440	,,	460	٠,	22	"	11	0	0	•••	•••	•••	12	0	0

PILOTAGE FROM HOOK TOWER TO PASSAGE.

Vessels not exceeding 12 feet, 5d. per foot in summer, and 10d. in winter; exceeding 12 feet, 8d. in summer, and 1s. in winter.

#### PORT EYNON, A CREEK IN THE PORT OF SWANSEA.

This is a small harbour, distant from Oxwich about three miles to the west-ward, with from 12 to 14 feet water at spring tides, where vessels of from 50 to 60 tons can discharge their cargoes.

Their are no tug-boat, pilot, harbour dues, or any local charges at this creek.

# ROSS (OR NEW ROSS), FORMERLY A CREEK IN THE PORT OF WATERFORD, NOW A PORT.

(SEE NEW ROSS, PAGE 95,)

## ST. MAWES, A CREEK IN THE PORT OF FALMOUTH.

This creek is inside Falmouth harbour. There is a custom boat and crew stationed here, who give pratique to vessels going up Carrick Road, St. Just Pool (the quarantine station), and Truro river.

Pilotage and port charges being the same as Falmouth, see page 56,

Ballast.—9d. per ton.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 10 to 11 feet,

## SANDA ISLAND, A CREEK IN THE PORT OF KIRKWALL.

PILOTAGE.—There are no fixed rates of pilotage at Sanda, or any other of the north isles of Orkney; all depends on the greed of the pilot and the necessity of the case. Masters of vessels are recommended to make the best bargain they can.

There is no proper harbour at Sanda; the only tolerable safe anchorage is in the Bay of Otterswick. There are no harbour dues of any kind exigible. There is no pier, and consequently no flag fees or pier light dues.

DEPTH OF WATER.—From 10 to 12 feet, at ebb tides, in the bay,

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#### SCARBOROUGH.

This is a harbour of refuge, and having little trade to support the piers, is supported by a passing toll; consequently the port charges are trifling to vessels belonging to those ports that contribute.

PILOTAGE.—As may be agreed on. There are no regularly established pilots at this port; the persons who act in that capacity, being fishermen, have no scale of charges—on ordinary occasions, very moderate.

HARBOUR DUES.—Vessels under 130 tons, 2s.; above 130 tons, 2s. 3d.; three-

masted vessels, 3s.

Vessels arriving from foreign, or returning in ballast from the delivery of a cargo from foreign, and entering Scarborough harbour (before taking in a cargo liable to the coast duty), are charged 10s. per mast. Vessels from any port round the land pay 10s. per mast, except Sunderland vessels, which being exempted from the payment of the passing toll, are charged 3d. per ton on entering the harbour.

PIER LIGHT OR FLAG FEES.—The 10s. per mast is for this purpose; but vessels

discharging cargoes (except coal) pay one penny for every five tons.

Coal landed at Scarborough pays 71d. per ton, as pier and harbour dues.

Ballast.—Sand is put on board vessels by the pier lighters at 9d. per ton. Depth of Water at the End of the Pier.—Average spring tides, 18 feet; neap tides, 13 feet.

## SELBY, A CREEK IN THE PORT OF GOOLE.

PILOTAGE.—As may be agreed on. Towing.—As may be agreed on.

HARBOUR DUES —There are no charges at this place.

BALLAST FOR THE TAKING.

Depth of Water.—The river Ouse to Selby has several shoals, upon which vessels drawing more than 9 feet would ground. In high spring tides the depth of water will allow for vessels drawing 12 or 13 feet.

## SKEPOOL, A CREEK IN THE PORT OF FLEETWOOD.

The charges at this place are the same as at Fleetwood, see page 59.

#### SOUTHAMPTON.

PILOTAGE.—For the river, 2s. per foot on all vessels subject to pilotage. From one part of the river to another, unless by the master, 1s. per foot. From any part of the river to Bursledon, Itchen, or to Redbridge, 1s. per foot. Coasters, regular traders from Jersey, Guernsey, Alderney, &c., and vessels belonging to the port exempt from taking a pilot.

Towing Boats as may be agreed on.

HARBOUR DUES.—British vessels and privileged, 2d. per ton; vessels not privileged, 4d. per ton; boomage, vessels not exceeding 100 tons, 2a 6d.

above 100 tons, 5s. per vessel.

It is expected a light will be placed on the Spit-end, off Calshot Castle, by the Trinity Board, at one farthing per ton on vessels coastwise, and one halfpenny per ton on vessels from foreign. The commissioners of the port are endeavouring to arrange for lower terms as the trade of the port increases.

Ballast.—1s. 3d. per ton.

DEPTH OF WATER.—The tide rises 12 to 14 feet; the average depth near the town is from 16 to 18 feet at low water spring tides. This port is peculiar in having a double high water; hence it is the top of high water here from two to three hours. The breadth of the anchorage off the town is nearly half a mile at low water, and increases to full three quarters of a mile lower down the river.

The channel at the mouth of the Itchen, and as far up as the entrance to the docks, is being deepened and widened; and the great tidal basin of the Southampton docks, with 18 feet depth at low water spring tides, will be opened this year.

#### STORNOWAY.

PILOTAGE.—Into this port or any of the harbours from hence to Barra Head, and upon the opposite coast from Cape Wrath to the Sound of Mull, as may be agreed on, according to the distance, there being no fixed rates; but from hence to Liverpool the common fare is £5. Harbour pilotage is always moderate, and for ships of some hundred tons burthen, it rarely exceeds 10s. of 12s., unless they have to bring the vessel several miles, when £2 have been paid.

Towing Boars .-- Paid according to the time they are employed and the number of hands and risk they run, generally 2s. per day for each man, and the same allowance to the boat.

HARBOUR DUES .--- Quayage, if cargo is delivered, 1d. per ton at the public quay; this cannot be enforced, as no Act of Parliament has been obtained, but it is generally paid.

Ballast.---For stones, 2s. per ten free on board; for chingle or mud, no charge is made but for labour, which is paid at the rate of from 1s, to 1s. 6d, each man

There are two iron beacons which denote the rocks at the entry of this harbour, and when passed nothing further is to be dreaded. Vessels can anchor in 6 to 8 fathoms water.

DEPTH OF WATER .--- At spring tides, alongside the quay, about 18 feet; sometimes 22 feet at high water, and about 10 feet with neap tides. The general rise is the same in all the Highland harbours, say from 18 to 22 feet, full and change.

#### SUNDERLAND (SOUTH).

Towage.—1s. 6d. per keel; a vessel of 200 tons being about 15 keels, the charge will therefore be £1 2s. 6d., and 1s. to the captain of the tug boat. The same charge outwards.

PILOTAGE.—Foreign vessels, 1s. 3d. to 1s. 6d. per foot, besides assistance; British vessels as may be agreed on, about £1 10s. inwards, and £1 5s. outwards for a vessel of 200 tons-a little more or less according to the size.

Harbour Dues.—Whether with cargoes, in ballast, or wind-bound,  $1\frac{1}{2}d$ . per register ton.

Ballast.—Taking out, 1s. 3d. per ton; in winter, 1s. 6d. per ton.

DEPTH OF WATER.—Spring tides, from 13 to 16 feet; neap tides, 11 to 14 feet. The tides depend in a great measure on the wind.

#### THORPE, A CREEK IN THE PORT OF HARWICH.

PILOTAGE from Harwich or the Rolling Ground, £1 1s. Groundage, 1s. 8d. per vessel.

### ULVERSTON, A CREEK IN THE PORT OF LANCASTER.

PILOTAGE as may be agreed on.

HARBOUR DUES.

Anchorage, 4d. cach vessel; perches and buoys, 1d. per ton, each voyage; wind-bound vessels, 1d. per ton for Walney Lights, and 4d. for anchorage, each voyage. Vessels going to this place are charged 3d. per ton register from 1st January to 31st December for Walney Island Lights.

Every vessel continuing in the canal, or either of the basins, longer than a fortnight after they shall have discharged or taken in their respective cargoes, 1d. per ton each week, to be computed from the register from each vessel, and so in proportion for a less time than a week, and all vessels laid up during the winter to pay 1d. per ton per week for the first six weeks, and a halfpenny per ton for every week afterwards, and to lie in such berths as the pier master for the time being shall appoint.

Every vessel discharging part of her cargo at the outside of the lock, to avoid paying canal duty for such goods, and coming into the canal to discharge the remainder, shall be charged 5s. for passing through the lock, over and above the

rates and duties.

Every vessel coming into the canal for shelter, or to repair, and not bringing

in or taking out a cargo, to pay for each time passing the lock 3s.

All vessels coming up the canal with ballast, in order to load therein, not to be charged for such ballast, but only for the goods she shall take out of the canal, such ballast to be discharged at the expense of the captain or master of the vessel bringing the same, and to be laid in such places only as the company's agent for the time being shall direct or appoint.

All vessels taking ballast out of the canal to be charged 2d. per ton.

Masters of vessels discharging ballast into the channel or at any place within a quarter of a mile of Hammerside Hill, but where the pier master shall order, to pay the proprietors of the said canal the sum of 13s. 4d. for each offence, and to pay all expenses that may be incurred in clearing away the same.

The vessels to enter the lock as they first arrive at Hammerside Hill, except vessels drawing ten feet of water and upwards, which shall always have the preference, provided they are ready prepared to enter the lock, but not otherwise.

The vessel first in the canal to have the preference of loading and discharging;

but if such vessel neglect her turn, then the next in rotation to take it.

No vessel to enter the lock with sails set upon any pretence whatever, nor carry any more sail up or down the canal than allowed by the pier master, and in every other respect to obey his directions.

All vessels coming into the canal to have their jib booms housed and their

lower yards peaked.

All goods laid on the wharfs and not removed in forty-eight hours, to pay half the canal duties upon such goods, and for every twenty-four hours after, half

the above sum, and to be paid before the goods are removed.

All goods lodged in the canal warehouse to be charged for warehouse room the same as canal dues on such goods for the first three weeks, and after the expiration of that time, to be charged in the same proportion per week or part of a week, and the money to be paid before the goods are taken away. If the warehouse money be not paid every two months, the goods to be sold to defray the same and expenses, without any further notice.

Depth of Water at the Entrance of the Canal.—Spring tides, 14 feet; neap tides, 7 feet.

#### WEXFORD.

PILOTAGE.—In and out with cargo, 4½d. per ton; vessels wind-bound, 2d. per ton.

HARBOUR Dues.—Quayage, 6d. per ton in and out.

Ballast.—1s. 6d. per ton.

DEPTH OF WATER ON THE BAR.—Spring tides, from 11 to 12 feet; neap tides, 10 to 11 feet. On the bar at low water, 6½ feet.

END OF APPENDIX.

#### ANGERTON, A CREEK IN THE PORT OF LANCASTER.

This place was a station for a coast-waiter, but is now abolished, and no vessels discharge here.

#### BRIDLINGTON.

PILOTAGE. -- As may be agreed on. Vessels about 70 tons belonging to this place generally pay from 12s. to 13s.

, HARBOUR DUES.		
For every vessel entering the harbour, belonging to an inhabitant of	5.	D.
Bridlington, having three masts,	5	3
Ditto, having two masts,		
Ditto, having one mast,	3	7
For every other vessel belonging to British subjects,	0	6
For every vessel belonging to an alien,	2	0

TONNAGE DÚES.

For every vessel entering the harbour in ballast, 2d. per register ton, excepting those which have paid the passing duty on coal for that voyage.

For every vessel entering the harbour with a cargo for protection, and not dis-

charging, 3d. per ton; excepting those coal laden, which have paid the passing duty upon that cargo.

For every vessel delivering or taking in a cargo, 6d. per ton.

For every vessel not belonging to the port, lying within the harbour, one halfpenny per ton per week.

Double the above dues are payable in respect of every vessel not carrying a

British register.

The above dues to be paid on demand by the master, commander, or owner. who is to produce the register of the vessel, if required, under a penalty of £20.

Captains and commanders desirous of clearing their vessels off, or taking on board ballast, &c. are to apply to the harbour master, for directions where to take on board and discharge the same. A port sail is required, under a penalty

Any person throwing into the harbour, ballast, sand, stone, chalk, rubbish. &c., is liable to a penalty of £20.

Vessels lying on the south side of the harbour to fend from the pier side, and those lying opposite from the north side.

Vessels wind-bound to moor on the south side of the harbour.

Vessels to be moored head and stern by two ropes to the pier, and two to the dolphins.

Vessels loaded with coal must not discharge any part of their cargo at the

crane berth, or within 26 feet of the crane, quay.

Hawsers for the assistance of vessels in distress are provided under the care of the harbour master, for the use of which a reasonable charge will be made, on the report of the harbour master to the local committee of management.

Ballast .- 1s. per ton.

DEPTH OF WATER.—Spring tides, 17 feet; neap tides, 8 to 9 feet.

A lantern is hoisted during the tide, at the end of the pier.

Benjamin Lamplough, harbour master.

#### BROUGHTY FERRY, A CREEK IN THE PORT OF DUNDEE.

PILOTAGE—As may be agreed on.

Vessels discharge on the beach at this place.

Tonnage dues same as at Dundee, see page 51.

No plank dues are payable here.

Ballast—For the carting, say about 6d. to 8d. per ton.

Vessels drawing from 8 to 9 feet can discharge here.

## CLEVELAND PORT, A CREEK IN THE PORT OF STOCKTON.

This place is one mile below the coal shipping staiths of Middlesbro'; it has merely a quay and a row of houses, seven in number, which are the residences of Custom-house officers. Lime vessels discharge here for the supply of the Vessels from foreign ports must lay to off this place to be boarded by the proper Custom-house officers, before proceeding further up the river. The port charges for vessels entering the Tees are the same whether they discharge at Cleveland Port or at any other place in the river. For rate of charges see Middlesbro', page 173.

### CONWAY, A CREEK IN THE PORT OF BEAUMARIS.

PILOTAGE—As may be agreed on; say, vessels, inwards, of 100 tons, £1: 150 tons, £1 10s. Vessels, outwards, of 100 tons, 15s., and proportionally. Windbound vessels, in and out, £1 5s.

BUOYAGE.—Vessels, in and out, 11d. per register ton; wind-bound vessels, 4d. for every 20 tons register.

Wharfage.—Vessels discharging at the quay, 2d, per register ton; vessels loading at the quay, 1d. per register ton.

DEPTH OF WATER.—Spring tides, 24 feet; neap tides, 12 feet.

## DUDDON, A CREEK IN THE PORT OF LANCASTER.

PILOTAGE as may be agreed on. Buoys, 1d. per ton register, and 4d. per vessel for anchorage, each voyage. 3d. per ton for Walney Lights from 1st January to 31st December.

DEPTH OF WATER.—Spring tides, 14 feet; neap tides, 7 feet.

## KILRUSH, A SUB-PORT TO LIMERICK.

PILOTAGE.—As may be agreed on, as far as Scattery Roads, when they will get a pilot to conduct them to the pier for about 10s. There is an excellent pier, the depth of water at which is about 16 feet. Government is at present extending it, and when finished there will be about 20 feet water at spring tides.

HARBOUR DURS.

Every boat or vessel under 50 tons register, 6d. for loading, and the same for discharging.

Vessels over 50 tons, and not exceeding 100 tons register, 3s, for loading or

Vessels over 100 tons register, 5s. for loading or discharging.

Steam-boats, 1s. for loading or discharging.

Boats landing passengers only not to pay.

Vessels or boats taking shelter, or making use of the pier, by making fast thereunto, or to any vessel attached to the pier, to pay half the regulated quayage.

Additional quayage to be charged for every week a vessel or boat remains

along side the pier.

Broken periods to be considered as a full week after the first.

Fishing and pleasure boats exempt from quayage.

There is also a creek, with three quays, which is a safe harbour, with a mud bottom. At spring tides there is 15 feet; neap tides, 10 feet water. Pilotage in and out as may be agreed on, say about £1 per vessel. Harbour dues, 5s. per yessel.

LONDON.

Rares of Protagn demanded and received by Pilots licensed by the Corporation of Trinity House of Deptford Strond. for Piloting Vessels.

FROM	2	7 feet,	8 feet.	9 feet.	10 feet.	11 feet.	12 feet	18 feet.	14 feet.	15 feet.
The Sea, Or-	The Nore or Warps,	4.80	4 04	# 4 12		410	4.00	. æ	4.	47 -
the Downs, Hoseley Bay, and	Standgate Creek, or Blackstakes, Long Reach, Woolwich or Blackwall, Moorings or London Docks,	4 18 0 5 5 9 5 16 0	6 8 1 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6 8 8 6 7 6 0 8 8	6 18 0 7 18 6 7 11 9	7 11 9 7 18 8 8 10 8 8 19 6	8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 19 6 10 28 6 10 11 6	9 18 8 710 0 0 11 0 9 11 10 0	10 16 3 11 14 6 12 8 6
The Nore or Warps, and	Gravesend, Standgate Creek, or Blackstakes, Long Reach or Chatham, Woolwich or Blackwall, Moorings or London Docks,	1 15 20 30 40 30 40 30 40 30 40 30 30 40 30 30 40 30 30 30 40 30 30 30 30 30 30 30 30 30 30 30 30 30	28 8 8 8 10 8 10 8 10 9 10 9 10 9 10 9 10	64 64 68 64 64 64 64 64 64 64 64 64 64 64 64 64	20 10 6 4 8 13 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 4 4 8 9 0 9 9 9 9 9 9	8 8 4 5 8 0 5 8 8 8 6	8 11 9 4 8 9 4 19 0 5 15 0	8 488 8 10 4 0 0 0 8	4 4 6 9 9 9 8 1 8 1 8 9 9 9 9 9 9 9 9 9 9 9 9
Gravesend Reach, and vice versa,	Long Reach, Woolwich or Blackwall, Moorings or London Docks, Sheerness, Standgate Creek, or Blackstakes, Chatham,	0 11 9 8 15 4 6 8 6 6 8 6 9 8 9 9 8	0 14 9 1 7 6 1 14 0 2 19 0 8 5 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11 5 8 8 9 8 9 9 8 9 9 9 9 9 9 9 9 9 9 9 9	1 10 0 2 2 4 8 8 15 8 4 2 9	1 1 1 4 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 19 0 8 18 6 4 12 0 5 1 8	2 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	5 1 198 8 8 19 0 6 9 0 0 6 9 0 0 0 0 0 0 0 0 0 0 0 0
Long Reach, and and vice versa,	Woolwich or Blackwall, Moorings or London Docks, Sheerness, Standgate Creek, or Blackstakes, \( \) Chatham,	0 18 6 1 7 6 8 4 6 8 13 6	1 2 0 1 11 8 3 8 0 3 17 8	1 4 9 1 14 0 8 10 9 4 0 0	1 16 9 3 18 6 4 2 9	1 16 9 8 6 0 4 8 9 18 0	2 15 8 5 12 8 5 1 8	2 15 8 4 6 5 1 8 1 8 5 1 8 5 1 8 5 1 6 6 5 1 5 10 6	8 18 6 8 10 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6 8 9
Woolwich or Blackwall, and	Moorings or London Docks, Sheerness, Standgate Creek, or Blackstakes, f	0 18 6 3 18 6 4 2 9	1 2 0 8 17 8 4 6 6	4 4 6 0 6 8 8	1 7 6 4 2 9 4 12 0	1 10 0 4 12 0 5 1 8	1 12 8 5 1 8 5 10 6	1 16 9 5 10 6 5 19 6	2 1 6 5 19 6 6 8 9	6 8 9 6 18 9

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall be chiefly that with corn, or other provisions, or shall, by any order of Her Majesty's most honourable privy council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers.

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RATES OF PILOTAGE—(Continued.)

The Sea, Or- fordness, the Downs, the Downs, Hoseley Bay, and vice verus, Varps, and vice verus, Gravesend Reach, and vice verus,	The Nore or Warps Gravesend, Chalam, Standgate Greek, or Blackstakes, Long Reach, Woolwich or Blackwall, Moorings or London Docks Greek, or Blackstakes, Long Reach, Woolwich or Blackstakes, Long Reach, Woolwich or Blackwall, Moorings or London Docks, Long Reach, Woolwich or Blackwall, Moorings or London Docks, Sheerness, Standgate Greek, or Blackwall, Chalam,	16 feet.  2 2 4 6 14 9 111 0 9 112 110 0 9 112 110 0 9 112 110 0 9 112 110 0 9 112 110 0 9 112 110 0 9 112 112 112 0 9 112 112 112 0 9 9 9 9 9 9 9	17 feet.  29 5. 6.  11 13, 6.  14 14 6.  14 14 6.  15 1 1 8.  16 1 1 8.  17 1 1 0.  18 1 1 0.  19 1 1 0.  19 1 1 0.  19 1 1 0.  19 1 1 0.  10 1 0.	18 feet.  2	19 feet.  11 10 0 16 13 0 19 11 0 20 10 8 20 10 8 20 10 8 3 5 6 3 6 9 5 7 7 8 7 7 8 7 7 8	20 feet. 20 feet. 20 feet. 21 feet. 22 feet. 23 feet. 24 feet. 25 feet. 26 feet. 27 feet. 28 feet. 28 feet. 29 feet. 20	21 feet.  28 8 14 0 0 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 16 9 24 18 18 16 9 24 18 18 16 9 24 18 18 16 9 24 18 18 18 18 18 18 18 18 18 18 18 18 18	22 feet. 28 11 16 11 8 8 9 9 9 13 11 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 10 9 11 8 11 11 11 11 11 11 11 11 11 11 11 1	23 feet and upwards de
Long Reach, and	Woolwich or Blackwall,	4 4 4 6 18 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4 12 0 5 8 6 6 18 0 7 7 8	5 8 6 5 16 0 7 7 8 7 16 6	5 16 0 6 8 9 7 17 6 8 5 6	6 8 9 8 8 8 9 8 8 9 8 9 8 8 9 8 9 8 9 8	80 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	o:::	::::
Woolwich or Blackwall, and vice rerea,	Moorings or London Docks, Sheerness, Standgate Creek, or Blackstakes, Chatham,	2 10 6 6 18 0 7 7 8	2 15 8 7 7 8 7 16 6	2 19 9 7 16 6 8 5 6	3 4 6 8 5 6 8 14 9	0	:::	:::	:::

be from moorlags into a dry or wet dock, for a vessel under 300 tons, 15s.; 800 to 600 tons, £! la.; 600 to 1000 tons, £! lla. 6d.; above the transcondances described for a boat of a class carrying an author of above 6 cert, with a corresponding tow-line, £? 2a.; edge-wet: £! lat.; dively which under 2 per. lat.—per trip, for the whole distance from Gravesend to London; and in proportion for any part in—and for each man's service in those boats, 8s. per tide. Por half a foot exceeding the above draughts of water, the medium price between the two limits.— For intermediate distance, a proportionate rate.— For

RATES OF PILOTAGE

To be demanded and received by pilots licensed by the Lord Warden of the Cinque Ports and Constable of Dover Castle, or his Lieutenant for the time being, for piloting vessels within the limits under-mentioned:-

FROM	п	Under 7 Feet.	From 7 Feet to 10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Fect.	15 Feet.	16 Feet.
,	Nore, Sheerness, Stand- 2	£ 6.	2 8. d. 7 17 8	£ s. d. 6 13 3	£ s. d. 9 9 0	£ s. d. 10 4 9	£ s. d.	£ s. d.	£ 8. d. 12 12 0
The Downs,	The Downs,  Long Reach,  Blackwall or London,  Standgate Creek, Gravesend,	5 16 0 6 12 3 3 6 2	8 8 6 8 19 6 3 17 0	9 9 0 10 4 9 4 8 2	10 4 9 11 0 6 4 19 0	11 3 0 12 1 6 5 10 3	11 18 10 12 17 3 6 1 3	12 18 3 14 0 4 6 12 3	13 14 0 14 16 0 7 3 3
FROM	0Т		17 Fect.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	28 Feet and upwards.
0		Stand- >	<b>4</b> E	£ s. d.		ભા ક	44 7	en 3	e3 3
The Downs,	$\sim$	Graves-	15 0 9	17 14 4			2, 2,	26 9 2 28 13 3	28 13 3 30 17 4
Standgate Creek,	Gravesend,	J,	7 14 4	8 5 4	8 16 4	26 9 7 4 9 7 4	.: 13 3 .: 13 3	::	::

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall be chiefly laden with corn or other provisions, or shall, by any order of her Majesty's most honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British vessels; in which case, such vessels not having British registers shall pay the like rates of pilotage only as are payable by vessels having British registers. From the several rates above mentioned there shall be deducted five per cent, when the number of Cinque Port pilots shall be reduced to 120.

For half a foot, exceeding the above draughts of water, the medium price between the two limits.

For intermediate distances, a proportionate rate.

TABLE OF RATES

For putting a pilot on board, and for pilotage of vessels to the anchorage in the Downs.

		Tons der l						Tons der 4						Ton: war	
		8.	d.	£	s.	d.	£	8.	d.	£	s,	d.	£	8.	d.
From off Dungeness to															
off Folkestone, the							l						1		
church bearing N.N.	1														
W. by compass,	2	0	0	3	0	0	3	10	0	4	0	0	5	5	0
From off Folkstone to							1								
the South Foreland,				1			ŀ			1					
the lights in one,	1	10	0	2	0	0	2	10`	0	3	0	0	4	4	0
${f From\ off\ the South Fore-}$	1			1			}						l		
land to the Downs,	1	5	0	1	5	0	1	10	0	2	0	0	3	3	0

When the pilot is put on board by a boat from the shore, one-seventh to the pilot, and the remaining six-sevenths to the boat and crew.

And for each man's service in these boats, 8s. per tide.

Vessels coastwise are not bound to employ a regular pilot; they generally take a waterman, whose charge is as may be agreed on—say from 12s. to £1 each vessel.

REGULATIONS FOR THE PILOTAGE OF FOREIGN VESSELS.

The following regulations are to be observed in respect of foreign vessels; and all pilots are hereby especially required to pay the strictest attention thereto.

The rates of pilotage outward on all foreign vessels are to be calculated by the tonnage of such vessels respectively, instead of the draught of water, except pri-

vileged foreign vessels.

The rates specified in the table hereto annexed (marked A) are fixed as the rates upon all northern and eastern traders; and the rates specified in the table hereto annexed (marked B) are fixed as the rates upon all other foreign vessels; both those tables being subject to variation, according to the regulations hereinafter contained, in respect of foreign vessels bringing fish, corn, or other provisions to the port of London.

5 16

	TABLE (	( <b>A</b> .)		TABLE (	В.)
Tonnage.	Loaded.	In Ballast.	Tonnage.	Loaded.	In Ballast.
. 70 80 90 100 110 120 130 140	£ s. d. 5 16 0 6 5 0 6 14 6 7 3 6 7 10 6 7 17 6 8 4 0 8 11 0 8 18 0 9 2 6	£ s. d.    5 16 0   5 18 6 6 2 0	70 80 90 100 110 120 130 140 150	£ s. d. 5 16 0 6 5 0 6 14 6 7 3 6 7 12 0 8 0 6 8 8 0 8 16 0 9 5 0 9 10 0	£ s. d.  5 16 0  5 17 6 6 3 6 6 6 6
160 170 180 190 200 210 220 230 240	9 2 6 9 7 0 9 12 0 9 16 6 10 1 0 10 5 6 10 10 0 10 15 0 10 19 6	6 4 6 6 8 0 6 11 0 6 14 0 6 17 0 7 0 6 7 3 0 7 6 6	170 180 190 200 210 220 230 240	9 10 0 9 15 6 10 1 0 10 6 0 10 11 6 10 15 6 10 19 6 11 3 0 11 7 0	6 10 0 6 14 0 6 17 6 7 1 0 7 3 6 7 6 6 7 8 6 7 11 6
250 260 270 280 290 300 310 320	11 4 0 11 7 0 11 10 0 11 13 0 11 16 6 11 19 0 12 2 6 12 5 6	7 9 6 7 11 6 7 13 0 7 15 6 7 18 0 7 19 6 8 1 6 8 4 0	250 260 270 280 290 300 310 320	11 11 0 11 14 6 11 18 6 12 2 6 12 6 0 12 10 0 12 16 6 13 3 6	7 14 0 7 16 6 7 18 6 8 1 6 8 4 0 8 6 6 8 11 0 8 15 6
330 340 350 360 370 380 390 400	12 8 6 12 11 6 12 15 0 12 17 6 13 1 0 13 4 0 13 7 0 13 10 0	8 5 6 8 8 0 8 9 6 8 11 6 8 14 0 8 16 0 8 18 0 9 0 0	330 340 350 360 370 380 390 400	13 10 6 13 17 6 14 4 6 14 11 0 14 18 0 15 5 0 15 12 0 15 19 0	9 0 6 9 5 0 9 9 6 9 14 0 9 18 6 10 3 6 10 8 0 10 12 6
410 420 430 440 450 460 470 480 490 500	13 12 6 13 14 6 13 17 0 13 19 0 14 1 6 14 4 0 14 8 6 14 10 6 14 13 0	9 2 0 9 3 0 9 4 6 9 6 6 9 7 6 9 11 0 9 12 6 9 13 6 9 15 6	410 420 430 440 450 460 470 480 490 500	16 1 0 16 3 6 16 5 6 16 8 0 16 10 6 16 12 6 16 15 0 16 17 0 16 19 6 17 2 0	10 14 0 10 15 6 10 17 0 10 18 6 11 0 6 11 1 6 11 3 0 11 5 0 11 6 6 11 7 6

Foreign vessels exceeding 500 tons, 3d. additional per ton beyond that burthen.

In order that there may be no delay in the supply of pilots to foreign vessels outward bound, and that at the same time the masters or agents thereof may continue at liberty to select their own pilots, if any pilot shall, upon the application of the master or agent of any foreign vessel, decline or refuse to take charge of such vessel, or to find a licensed and duly qualified pilot as a substitute, (which he shall be at liberty to do, with the approbation of such master or agent,) then, upon application being made to the Trinity-house, a pilot will be forthwith ordered upon that service, for which purpose the Channel pilot standing first upon the list of those returned from duty will be selected, and each pilot, in this rotation, being so ordered, shall take charge of all foreign vessels, according to their respective tonnage and destinations.

#### LONDON TONNAGE RATES.

In consideration of the expenses which will be occasioned by maintaining and renewing the mooring chains, and paying the salaries and allowances of the harbour masters and their assistants, there shall be paid to her Majesty, in respect of vessels frequenting the port of London, the several duties of tonnage as the same are hereinafter set forth.

First Class.—For every vessel trading coastwise between the port of London and any place in Great Britain, Ireland, the Orkneys, Shetland, or the Western Islands of Scotland, for every voyage both in and out of the said port, the ton, one halfpenny.

Second Class.—For every vessel entering inwards or clearing outwards in the said port from or to Denmark, Norway, or Lapland, (on this side of the North Cape), or from Holstein, Hamburgh, Bremen, or any other part of Germany bordering on or near the Germanic Ocean, or from or to Holland or any other of the United Provinces, or Brabant, Antwerp, Flanders, or other parts of the Netherlands, or from or to France (within Ushant), Guernsey, Jersey, Alderney, Sark, or the Isle of Man, for every voyage both in and out of the said port, the ton, one halfpenny.

Third Class.—For every vessel entering inwards or clearing outwards in the said port from or to Lapland (beyond the North Cape), Finland, Russia (without or within the Baltic Sea), Livonia, Courland, Poland, Prussia, Sweden, or any other country or place within the Baltic Sea, for every voyage both in and out of the said port, the ton, one halfpenny.

Fourth Class.—For every vessel entering inwards or clearing outwards in the said port from or to France (between Ushant and Spain), Portugal, Spain (without the Mediterranean), or any of the Azores, Madeira, or Canary Islands, or any of the United States of America, or of the British Colonies or Provinces in North America or Florida, there shall be paid for every voyage both in and out of the said port, the ton, three farthings.

Fifth Class.—For every vessel entering inwards or clearing outwards in the said port from or to Greenland, Gibraltar, France, or Spain, (within the Mediterranean), or any country, island, port, or place within or bordering on or near the Mediterranean, or Adriatic Sea, or from the West Indies, Louisiana, Mexico, South America, Africa, East India, China, or any other country, island, or place within or bordering on or near the Pacific Ocean, or from any other country, island, or place whatsoever to the southward of twenty-five degrees of north latitude, for every voyage both in and out of the said port, the ton, three farthings.

The said duties shall be under the management of the commissioners of customs, and shall be received and recovered in the same manner as any duties of customs are or can be received or recovered.

Exemptions.—This act shall not extend to charge with any of the said rates any of her Majesty's ships of war, or any vessel whatsoever being the property of her Majesty, or of any of the Royal Family, nor to charge therewith any vessel coming to or going coastwise from the port of London to any part of Great

Britain, unless such vessel shall exceed forty-five tons register tonnage, nor any vessel bringing corn coastwise, the principal part of whose cargo shall consist of corn, nor any fishing smacks, lobster and oyster boats, or vessels for passengers, nor any vessel or craft navigating the river Thames above and below London Bridge as far as Gravesend only, nor any vessel entering the port of London inwards, or going from the port of London outwards, when in ballast.

#### THE LONDON DOCK COMPANY.

#### TONNAGE RATES.

#### First Class.

First Class.		
Vessels from any port in the united kingdom, Isle of Man, Jersey, Guernsey, Alderney, Sark, or other European ports outside the Baltic, between the North Cape and Ushant (Hamburgh, Bremen, and Embden excepted, see second class), with liberty to re-load for any port,	s.	D.
per ton register,	0	6
Rent after four weeks, from the date of entering the dock, if discharged by the crew of the vessel; from the date of final discharge,		
if discharged by the Dock Company, per register ton, per week	0	1
Or if with part of a cargo, for every ton of goods delivered,	0	6
Rent after one week from date of entrance, per register ton, per week,	0	1
Vessels loading for any of those ports, not having discharged their		
cargoes in the docks, per register ton,	0	6
Rent after four weeks from date of entrance, per register ton, per week,	0	1
Second Class,		
Vessels from Hamburgh, Bremen, and Embden, with liberty to reload	·	
for any port, per register ton.	o	6
Rent after six weeks from date of entrance, per register ton, per week,	0	1
Vessels loading for any of those ports, not having discharged their		
cargoes in the docks, per register ton,	0	. 6
Rent after four weeks from date of entrance, per register ton, per week,	0	1
Third Class.		
Vessels from any port in the Mediterranean, with liberty to relead for		
any port, per register ton,	0	9
Rent after six weeks from date of entrance, per register ton, per week,	0	1
Fourth Class.		
Vessels from all other ports or places whatsoever (with the exceptions		
after-mentioned), with liberty to reload for any port, per register ton, Rent after four weeks from date of entrance, if the cargo be dis- charged by the crew; from date of final discharge if the cargo be	0	9
discharged by the Dock Company, per register ton, per week, Vessels loading for any ports or places in the third or fourth classes,	0	1
not having discharged their cargoes in the docks, per register ton,	0	9
Rent after four weeks from date of entrance, per register ton, per week,	0	ì
Steam Vessels.		
Steam vessels, per register ton,	2	0
Rent after four weeks from date of entrance, per register ton, per week,	õ	4
20000 model not model not on one model not only por modely	•	-
EXCEPTIONS.		
Vessels from any port in the United Kingdom, which land one-third (or more) of their cargoes, will be admitted into the docks free of dues, with liberty to remain twenty-four hours after the final discharge.  Rent after the expiration of that period, per register ton, per week,	0	1
Should the vessel load outwards, the usual tonnage rates, according to the port of destination, are charged.	v	•

Vessels from Spain or Portugal, with cargoes of wool and cork, with liberty to reload for any port, per register ton,	0	6
Rent after three weeks from date of entrance, per register ton, per week, Vessels to or from the southern whale fisheries, per register ton,	0	. 0
Oil delivered into craft, per tun,	0	6
Rent after six weeks from date of entrance, per register ton, per week, Vessels landing part of their cargoes,		1
First or second class, per ton of goods landed,	0	6
Third or fourth class, per ton of goods landed,	0	9
Rent after one week from date of entrance, per register ton, per week,	0	1
Vessels loading part of their cargoes, First or second class, per ton of goods taken on board,	0	6
Third or fourth class, per ton of goods taken on board,	0	9
Rent after one week from date of entrance, per register ton, per week, Light vessels to lie up,	0	1
On entering, for every register ton of the vessel,	0	6
Rent after four weeks from date of entrance, per register ton, per week,	0	1
Vessels which enter the docks to lie up, and afterwards load out, pay dues according to their port of destination.		
Vessels wholly corn laden are exempt from tonnage rates, but are charged		
for docking and undocking as under:—		
If 100 register tons and upwards,	21	0
Under 100 tons,	10	6
With liberty to remain in the docks twenty-four hours after the final discharge of the cargo.		
Rent after the expiration of that period, per register ton, per week,	0	1
Or in the event of the vessel quitting the dock without unloading,		
Rent after one clear day from date of entrance, per register ton, per	-	
Week,	0	1
. •		
Should the vessel, in either the above cases, load outwards, the usual tonnage rates according to the port of destination are charged. Vessels coal laden,		
If the coal is to be landed,		
For docking and undocking,	21	0
For every ton of coal landed,  If the coal is to be transhipped,	Ô	6
For every ton of coal delivered,	0	6
With liberty to remain in the docks twenty-four hours after the final dis-	·	
charge of the cargo.	_	
Rent after the expiration of that period, per register ton, per week,		
Vessels are not permitted to leave the docks until the tonnage dues an expenses have been paid; for which purpose the register must be produced Superintendent's Office, if the ship be British; or a certificate of admeasure by the proper officer of the Customs, if foreign; when a pass will be g	d at i	the ent
which must be lodged with the dock-master on the vessel leaving the dock		,eu,
RATES FOR DISCHARGING CARGOES WHEN LANDED BY THE COMPANY	•	
Cargoes, consisting either in the whole or in part of hogsheads or tierces of sugar from the West Indies (including ship-cooperage), per register	s.	D.
ton,	1	9
Cargoes, consisting of sugar in chests of 5 cwt. and upwards (including ship-cooperage, per register ton,	1	3

Cargoes, consisting of sugar in bags, mats, or chests under 5 cwt. or other goods (not being tallow, hemp, ashes, corn, cutch,* wood goods, pitch, tar, hay, or straw), contained in casks, bales, serons, chests, cases, bags, baskets, mats, bundles, or similar packages; also spelter	s.	D.
or metal in pigs, bars, rods, plates, &c. per register ton,	0	9
Cargoes, consisting of mahogany, or other large wood in logs, per regis-	-	-
ter ton,	1	9
Blue-gum wood, or large timber, or oil in iron tanks, additional for		
every load or tun delivered,	0	6
Cargoes, consisting of hemp only, or merchandize in bulk, per register ton,	1	0
4-11	Â	6
" , tallow only, per register ton,	-	-
( per ton of hemp,	1	3
Mixed cargoes of hemp, tallow, and ashes, { per ton of hemp,	0	6
per ton of ashes,	0	6
Mixed cargoes, the part which is in bulk, per ton,	1	0
No charge made for excess beyond the register tonnage.		
and a minima and a second of the second of t		

Vessels which discharge the whole, or the greater part of their cargoes into lighters, will be subject to such rates as shall be agreed upon between the shipowners and the Company.

Vessels leaving the docks for repairs are not charged rent for the period they are absent; nor is any charge made for ballast, chalk, slate, or flints, received from or delivered into craft.

Towage.—Steam-boats are furnished by the company, in certain cases, to vessels (not laden with corn or timber) proceeding to these docks, arriving from North and South America, the West India Islands, the Cape of Good Hope, and all ports to the eastward thereof, on application to the secretary, the superintendent, or the agent of the company; and also to such vessels outward bound, as far as Blackwall, being of the burthen of 275 tons register, or upwards, and which have discharged their cargoes in the docks.

WATER.—Supplied to ships from the reservoir, or delivered into the ships' boats, at ls. per tun, on application to the dock-master, at Wapping; and filtered water from the company's barge is put on board at 2s. per tun, for 8 tuns or under; and at 1s. 6d. per tun, for any quantity above 8 tuns, on application to the dock-master, at Shadwell; or at the superintendent's office.

FREIGHT BOOKS.—Abstracts of cargoes, for the purpose of making up freight accounts, are supplied on application to the superintendent, at the following charge, viz.:-If the goods have 10 marks or under, 2s.; 11 to 20 marks, 3s. 6d.; 21 and upwards, 2d. each mark or parcel; but the total charge not to exceed 10s. 6d., including an abstract of certificates of damage.

#### THE ST. KATHERINE DOCK COMPANY.

#### PRINCIPAL REGULATIONS-SHIPPING.

Steam-boats will be provided, at the expense of the dock-company, to vessels (not laden with corn or timber) arriving from America, the West India Islands, the Cape of Good Hope, and all ports to the eastward thereof, and proceeding to these docks, and if such vessels be of the register of 275 tons and upwards, a steam-boat outwards, as far as Blackwall, will also be furnished by the Company.

Shipowners, and others, desiring general knowledge of the detailed regulations relating to shipping in these docks, will please to apply to the superintendent or

the dock-master for a copy thereof.



<sup>\*</sup> The expense of labour incurred, and of materials broken or injured in the discharge of cutch will be charged when the packages are found to have adhered together.

Table of Tonnage Rates chargeable on Vessels entering the St. Katharine Docks, and also of the Rates for discharging Cargoes landed by the Company, subject to such revision, from time to time, as shall be found expedient.

#### VESSELS. INWARDS.

ON VESSELS LADEN, AR- RIVING FROM		TON STER.	PRIVILEGE.
First Class.—Any port of the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney, Sark, or other European ports outside the Baltic, between the North Cape & Ushant  Second Class—Any other port,	s. 0	1	Vessels whose Cargoes are discharged by the Dock Company.  Use of the docks to vessels arriving from Hambro', Bremen, or Embden, or from any port in the Mediterranean, for six weeks from the date of entrance—arriving from any other port, four weeks from the date of final discharge, with liberty to load outwards for any port or place, and to quit the docks for repairs and re-enter—the period of absence from dock for such purposes not to affect the privilege. Vessels whose Cargoes are discharged by their Crews.  The like privilege—but to commence from the date of entrance.

Rent, in each case after the expiration of the privilege, per week, ....... 0s. 1d. For partial remissions and exemptions on vessels partly laden, or arriving from Spain or Portugal, wool or cork laden, or vessels with corn, and coasters, see annexed table. Rates for discharginy Cargoes by the Company. Cargoes, consisting in the whole or in part, of sugar in hogsheads or tierces, including ship cooperage, ...... Cargoes, consisting of sugar in chests of five cwt. and upwards, including ship cooperage, .... 3 Cargoes, consisting of sugar, in bags, mats, or chests, under five cwt. or other goods, (not being hemp, tallow, ashes, wood goods, corn, pitch, tar, hay, or straw,) contained in casks, bales, serons, chests, cases, bags, baskets, or similar packages; also, spelter, or metal in pigs, bars, rods, plates, &c. ..... Cargoes, consisting of hemp only, or merchandize in bulk, ...... Tallow only, ..... Per ton of goods, charge in no case to exceed the register tonnage of the vessel. Mixed cargoes of merchandize in bulk, 1s.; hemp, 1s. 3d.; tallow, 6d.; ashes, 6d. Blue gum wood or large timber, additional for every load delivered, ) 0

## VESSELS OUTWARDS, Entering the docks without cargoes.

Oil in iron tanks, ....., ,, ,, tun ,,

No charge upon excess landed beyond a ship's register tonnage.

	PER REGIS		PRIVILEGE.	
Loading for any port enumerated in the import table in first class,  Do. do. in second class,  Vessels loading in part on quantity taken on board according to their port of destination as above classified,	0 0 as abo	9	Use of dock to load four weeks from date of entrance,	Rent after ex- piration of the privilege, ld. per ton register per week.

Special regulations, remissions and exemptions, and miscellaneous charges applicable to vessels inwards, not being fully laden, or laden with the articles enumerated, or entering the docks, light, & c.

No tonnage rate will be charged on vessels wholly corn laden whose cargoes shall be landed in the docks, but a charge will, in such case, be made for docking and undocking, as follows:—Vessels of 100 tons and upwards, £1 1s.; vessels under 100 tons, 10s, 6d.; with liberty to remain in dock without further charge for twenty-four hours after final landing. Rent, after expiration of that period, 1d. per ton register, per week. Should the vessel load outwards, the usual tonnage rates, according to the port of destination, will be charged, instead of the rate for docking and undocking.

No tonnage rate will be charged on vessels from any port in the united kingdom loading goods in the dock to the amount of one-third of their register tonnage, but rent in such case will be charged at the usual rate on remaining twentyfour hours in dock after such landing takes place. Should the vessel load outwards, the usual tonnage rates according to the port of destination will be charged.

Other vessels, not being fully laden at the time of entering the docks, will be charged tonnage rate only, on the proportion of cargo brought in; the amount of rate to be determined by the port from whence the vessel has arrived; and if discharged by the Company, rates for unloading in addition, according to the description of the cargo, and quantity so discharged. Rent, after one week, 1d. per ton register per week.

Vessels laden with cork or wool from Spain or Portugal will be charged only 6d. per ton register. Rent, after three weeks from date of entrance, 1d. per ton register per week.

Light vessels entering the dock to lie up, will be charged for any period not exceeding four weeks per ton register, 6d.; rent per week, after the expiration of the four weeks, on the register tonnage, per ton, 1d.

Vessels two-thirds laden with corn, will be charged tonnage rate only, in the proportion which the other part of the cargo bears to the register tonnage.

Vessels laden with wood goods, pitch, tar, hay, straw, or discharging the whole or greater part of their cargoes into lighters, will be subject to such terms as shall be agreed upon between the shipowners and the Dock Company.

### Miscellaneous Charges.

For labourers hired of the Company, to work on board, and who shall be under the directions and responsibility of captains or owners of vessels, both or either, (which rule applies to all over-board deliveries,) a charge will be made for each man per day, of 3s. 6d.

Thames water supplied to vessels by the Company, at 1s. per tun.

For an abstract of a ship's cargo inwards and weights thereof, for the purpose of making up freight accounts, the following charge will be made:—If the goods have 10 marks, or under, 2s.; 11 marks to 20 marks, 3s. 6d.; 21 marks and upwards, 2d. each mark or parcel; but the total charge not to exceed 10s. 6d., including an abstract of certificates of damage.

#### DEPTH OF WATER AT ST. KATHERINE DOCKS.

The lock is 175 feet in length between the gates, and 45 feet in width. The depth at high water, on the sills of the entrance lock-gates, spring tides, is from 27 to 29 feet; neap tides, about 24 feet—both Trinity datum.

To the eastward of the principal dock-buoy, about 20 feet at low water.

Docking and undocking take place, according to circumstances, after high water and after dark.

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The following table exhibits a scale of the rise and fall of tides, and represents the depth of water upon the sills of the lock-gates at the entrance of St. Katherine Docks, during the flood and ebb tides therein referred to:—

	SP	RING	TIDES				,
FLOOD.	Ft.	In.	1		BB.	Ft.	In.
lst hour after flood,	16	0	lst l	our after	r high water,	24	6
*2d do. do	21	2	2d	do.	do	20	10
3d do. do	24	0	3d	do.	do	18	2
4th do. do	26	6	4th	do.	do	15	7
5th do. and at high water,	28	0	5th	do.	do	13	2
			6th	do.	do	11	3
	i		At lo	w water	, about	10	0
* m ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '	41	•					
* The spring tides frequer				<del></del>	the first hour f	lood.	
	N	EAP	TIDES.				In.
FLOOD,	N		TIDES.	E	ВВ. `		<i>In.</i> 11
	Ft.	EAP In.	TIDES.	E		Ft.	In. 11 0
FLOOD.  1st hour after flood,	Ft. 13	In. 6	TIDES.	E nour after	BB. vater,	Ft. 21	11
FLOOD.  1st hour after flood, 2d do. do	Ft. 13	In. 6 10	lst l	E nour after	BB. vater,	Ft. 21 18	11
PLOOD.  1st hour after flood, 2d do. do 3d do. do	Ft. 13 16 20	In. 6 10 3	lst l 2d 3d	nour after do. do.	r high water, do do	Ft.   21   18   16	11 0 2
PLOOD.  1st hour after flood, 2d do. do 3d do. do 4th do. do	Ft. 13 16 20 22	In. 6 10 3 7	lst l 2d 3d 4th	tour after do. do. do.	do do	Ft. 21 18 16 15	11 0 2 6

#### EAST AND WEST INDIA DOCK COMPANY.

The Docks and Works of this Company are the East India Import and Export Docks and Basin, called The Eastern Docks; the West India Import and Export Docks, and the Blackwall and Limehouse Basins, called The Western Docks; and that (formerly the City Canal) called The South Dock. In addition to all their warehousing accommodation at the Docks, the Company possess the East India Warehouses in Billiter Street, Fenchurch Street, Jewry Street, and Crutched Friars, with the privilege of bonding East India and China produce: Tea, Indigo, Silk, Piece Goods, and such Drugs, Spices, and other articles, as are specially required for inspection in London; or a sufficient sample thereof, will, after landing in either of the Docks, be sent up to these warehouses, whenever required by the proprietors.

#### TONNAGE RATES.

#### Sailing Vessels Inwards discharged by the Company.

For docking, mooring, and removing within the Docks and Basins, unloading the cargo, and use of the Docks for four weeks from the final discharge,\* viz.:—

r To	n reg.
s.	D.
1	6
0	6
٠	•
2	0
	er To S. 1 0

<sup>\*</sup> The use of the Docks is allowed for six weeks, from the date of entrance, for vessels from Hamburgh, Bremen, Embden, or the Mediterranean; and when the discharge, by the Company, of any vessel is postponed by desire of the owners, six weeks only are allowed free of rent.

Till a satisfication in ment mith boundaries and thereon of success on	Ter	ı reg.
Laden entirely or in part with hogsheads and tierces of sugar or	s.	D.
molasses from the West Indies, including ship's cooperage,	2	6
Laden with mahogany, cedar, or other large furniture wood, in logs,	2	6
Laden entirely with hemp, or goods in bulk, or oil direct from the		
fisheries,	1	9
Laden entirely with tallow.	1	3
Laden entirely with tallow,		•
For every ton of hemp,	2	.0
For every ton of tallow or ashes,	ī	3
For every ton in bulk,	ì	9
·		ð
The total number of tons charged not to exceed the register tonnage.		
Laden with wood, the growth of Europe or the North American		
Colonies, viz.:—		
Entirely with deals, staves, lath, or firewood,	1	9
Entirely or in part with timber,	ī	9
And in addition for every load of hardwood or masts,	Ō	6
, for every load of pine or fir timber,	ŏ	3
Laden with timber from Africa,	3	Õ
And in addition for every load discharged overside,	ĭ	Ŏ
As packages of Cutch have been found to adhere together, so as t		
As packages of Cutch have been found to adhere together, so as to entered in any labour and expense in discharging the same beyond the		ause hich
extraordinary labour and expense in discharging the same beyond that	U W	піси
would otherwise have been incurred had the packages continued separ		
extra expense for breaking it out, when it shall be found to be so adheri		
be charged to the ship over and above the rates to which the vessel woul		
wise be liable, viz.:—The labour, at 3s. 6d. per day per man, and the	e co	st of
repairing the implements used.		
Sailing Vessels Inwards discharged by their own Crews.		
For the use of the Docks* for any period from the date of entrance, not ex the under-mentioned, viz.:—	.cee	
		ding
	olea	
If from Hamburgh, Bremen, Embden, and the Mediterranean, 6 we		
TCC	r To	n reg.
If from any other port or place, 4 weeks.	r To 8.	n reg.
If from any other port or place, 4 weeks.  Arriving from any port or place not otherwise specified,	r To	n reg.
Arriving from any port or place not otherwise specified,	* To 8. 0	n reg. D. 9
Arriving from any port or place not otherwise specified,	r To 8.	n reg.
Arriving from any port or place not otherwise specified,	r To 8. 0	n reg. D. 9
Arriving from any port or place not otherwise specified,	* To 8. 0	n reg. D. 9
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,  Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,	r To 8. 0 0	. n reg. D. 9
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,  Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Pe Sloops and craft coastwise with bricks, and vessels with broken granite.	r To 8. 0 0	n reg. D. 9
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,  Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCRPTIONS.  Pe  Sloops and craft coastwise with bricks, and vessels with broken granite, or paying stones, not remaining beyond one week.	7 To 8. 0 0 0 7 To	nreg. D. 6 6 nreg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,  Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCRPTIONS.  Pe  Sloops and craft coastwise with bricks, and vessels with broken granite, or paying stones, not remaining beyond one week.	7 To 8. 0 0 7 To 8.	. n reg. D. 9 6 6 n reg.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,  Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Pe  Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week,  Colliers entering to await the sale of their cargoes, not remaining	7 To 8. 0 0 0 7 To 8. 0	. n reg. D. 9 6 6 n reg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,	7 To 8. 0 0 7 To 8.	nreg. D. 6 6 nreg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified, Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Pe  Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week,  Colliers entering to await the sale of their cargoes, not remaining beyond two weeks,  Other vessels coastwise, on landing goods in the Docks, equal to	7 To 8. 0 0 0 7 To 8. 0	. n reg. D. 9 6 6 n reg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified, Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week,  Colliers entering to await the sale of their cargoes, not remaining beyond two weeks,  Other vessels coastwise, on landing goods in the Docks, equal to one-third of their register tonnage, to be exempted from payment	7 To 8. 0 0 0 7 To 8. 0	. n reg. D. 9 6 6 n reg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified, Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Per Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week,  Colliers entering to await the sale of their cargoes, not remaining beyond two weeks,  Other vessels coastwise, on landing goods in the Docks, equal to one-third of their register tonnage, to be exempted from payment of the tonnage rate; but rent to commence after one clear day	7 To 8. 0 0 0 7 To 8. 0	. n reg. D. 9 6 6 n reg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,	7 To 8. 0 0 0 7 To 8. 0	. n reg. D. 9 6 6 n reg. D.
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified,	7 To S. 0 0 0 7 To S. 0 0	. n reg. D. 9 6 6 n reg. D. 3
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified, Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant, Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Pe Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week, Colliers entering to await the sale of their cargoes, not remaining beyond two weeks,  Other vessels coastwise, on landing goods in the Docks, equal to one-third of their register tonnage, to be exempted from payment of the tonnage rate; but rent to commence after one clear day from the final landing of the goods.  Vessels entirely corn laden—in lieu of tonnage rate—100 tons register and upwards, each,	7 To 8. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	. n reg. D. 9 6 6 n reg. D. 3
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified, Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant,  Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Pe  Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week,  Colliers entering to await the sale of their cargoes, not remaining beyond two weeks,  Other vessels coastwise, on landing goods in the Docks, equal to one-third of their register tonnage, to be exempted from payment of the tonnage rate; but rent to commence after one clear day from the final landing of the goods.  Vessels entirely corn laden—in lieu of tonnage rate—100 tons register and upwards, each,  Under 100 tons register, each,	7 To S. 0 0 0 7 To S. 0 0 0 21 10	. n reg. D. 9 6 6 n reg. D. 3 3
Arriving from any port or place, 4 weeks.  Arriving from any port or place not otherwise specified, Arriving from any port in the United Kingdom, or European port outside the Baltic, between the North Cape and Ushant, Delivering part of a cargo, and not remaining beyond one week, per ton delivered,  EXCEPTIONS.  Pe Sloops and craft coastwise with bricks, and vessels with broken granite, or paving stones, not remaining beyond one week, Colliers entering to await the sale of their cargoes, not remaining beyond two weeks,  Other vessels coastwise, on landing goods in the Docks, equal to one-third of their register tonnage, to be exempted from payment of the tonnage rate; but rent to commence after one clear day from the final landing of the goods.  Vessels entirely corn laden—in lieu of tonnage rate—100 tons register and upwards, each,	7 To S. 0 0 0 7 To S. 0 0 0 21 10	. n reg. D. 9 6 6 n reg. D. 3 3

<sup>\*</sup> The expense of mooring, unmooring, and removing, is not included.

Vessels two-thirds laden with corn will be charged the usual tonnage rates on the other part of their cargoes in proportion to their register tonnage. If vessels to which the foregoing exceptions apply load outwards, they will be charged the usual rate of 6d. per ton register. Sailing Vessels Outwards, or Light Vessels other than Steam Vessels. Entering to load or lay up, not having discharged their import cargoes in the Docks :-The use of the Docks for any period not exceeding four weeks from the s. D. date of entering,\* per ton register, ..... Vessels entering to load from the Import Warehouses only. For the use of the Dock for one week, per ton on the gross weight s. D. EXCEPTIONS.—Vessels under 106 tons register, loading corn or deals, fir timber, and like wood goods, and ships from the Export or South Docks, which will be allowed to load without any addition to the rate to which they may be liable for the use of the Docks. Steam Vessels. Entering to lay up, or to repair, or fit their machinery :-For the use of the Docks for any period not exceeding four weeks from s. D. the date of entering, ..... Charge for getting out, landing, lifting, or shipping boilers and heavy machinery:-Under two tons, per ton, ..... Two tons, and not exceeding ten tons, per ton, ...... Exceeding ten tons, per ton, ...... 10 0 Rent, per week, for boilers, funnel, cylinders, and the like, per ton, ... Rent, per week, for plates, shafts, and other gearing, per ton, ...... Dock Rent. For remaining over the periods specified:-Sailing vessels, per week, ..... Sailing vessels of 600 tons register and upwards, while lying up, per week, 0 Steam vessels lying up, repairing, or fitting machinery, per week, ..... 0 All vessels which re-enter, after having been out for repair, will be allowed their privilege, without reckoning the time they remained out. For the more expeditious discharge of vessels,† every assistance may be obtained in clearing the decks or stiffening them; coopering water casks, and shipping them when filled. Should the Company's moveable machinery be desired, it will be lent on application to the superintendent. The following charges will be made for such services:-Moveable machinery lent, each jigger with its gear, per day, ........... 10 For labourers hired to work under the directions of the commanding officer of the ship, each man per day, of the regulated hours of attendand not less than a quarter of a day to be charged. Overtime will be charged in proportion. Articles loaded, shipped, or struck down by the dock cranes or jiggers, under two tons, per ton,..... Two tons, and under five tons, per ton, ...... and not less than one ton to be charged. The use of the Floating Engine for washing ships, including the attendance of the man in charge, per day,..... and not less than one day to be charged.

<sup>\*</sup> The expense of mooring, unmooring, and removing, is not included.

<sup>†</sup> Where inconvenient and unnecessary delay occurs in discharging or loading vessels, lighters, or craft, it shall be lawful for the Company to cause to be employed a sufficient number of fit and proper persons, and to make a reasonable charge for the same upon the owner or consignee.

Whenever assistance is required for removing within the Docks, it wi	11 %	. 6
nished by the dock-master on the following terms:—		
	8.	
A boat, with warp and two hands,	10	0
A boat, with warp and four hands,	15	0
And for every additional hand employed, either on board or in the		
boats, 6d. per hour.		
The warps are only lent in aid of the ship's warps.		
WATER.—From the East London Water Works, supplied from the	tank	s. 1s.
per tun: if filtered. 2s. per tun.		,

Charges for Masting or Dismasting at the Mast-Building.

				Fore Mast.								
1000 to 1500 tons,	•••	£9 0	0	£8	2 0		£3 12	0		£4	10.	0
800 ,, 1000 ,,	•••	6 15	Ò	6	6 0		3 3	0	•••	3	12	0
650 ,, 800 ,,	•••	4 0	0	3	12 0	••	2 0	0		2	0	0
500 ,, 650 ,,	•••	3 4	0	2	<b>16</b> 0	•••	1 12	0		1	12	0
300 " 500 "	• • •	2 12	6	2	5 0	•••	16	3	•••	1	6	3
Under 300 "	•••	1 17	6	1	13 9	• • •	1 2	6	•••	1	2	6

For putting on or taking off Tops.

For Ships of			Main.					Fore.				Mizen.		
1000 to 1500 tons,	• • •	• • •	•••	£0	15	0	•••	£0	15	0	•••	£0	10	0
800 ,, 1000 ,,	•••	•••		0	10	0		0	10	0	•••	0	5	0
500 ,, 800 ,,	•••	•••	•••	0	7	6	•••	0	7	6		0	5	0
Under 500 ,,		•••		in	pro	por	tion,							

The prices of the above tables are for each operation, which includes the use of

masting-fall and slings.

FREIGHT BOOKS.—Abstract of Cargoes, for the purpose of making up freight accounts, are supplied, on application at the Dock-house, Billiter Square, at the following charges:—Each Abstract containing the weights, measurement, or quantities of 10 marks or parcels, or under, 2s.; 11 to 20 marks or parcels, 3s. 6d.; upwards of 20, each mark or parcel, 2d., but not to exceed 10s. 6d., including an abstract of the certificates of damage.

Rates and charges must be paid before the vessels leave the Docks, either at

the Docks, or at the Dock-house in London.

#### REGENT'S CANAL DOCK, LIMEHOUSE.

DOCKING AND	UNDOCKING.
	Under 150 tons. 150 tons & upwards.
Ships and other vessels,	15s. 0d 21s. 0d.
Lighters having ballast on boar	rd, ,, ,, 10 6
All articles delivered or shipped in vess	sels, barges, &c., under s. D.
100 tons register,	0 6 per ton.
All articles delivered or shipped in vess	els, barges, &c. 100 tons
and upwards per register,	1 • ,, ,,
Ships, &c., the cargoes of which are	
river, and colliers,	0 6 ,, ,,
Craft to be charged for not less than	
WORKIN	G TIME.
Colliers, Coasters, and Craft.	South Seamen, Timber-loaded Vessels, & c.
Tons register. Working days.	
Vessels under 150 tons, 4	Vessels under 150 tons, 9
,, 150 to 250 ,, 7	" 150 to 200 " 12
,, 250 to 350 ,, 9	
,, 350 and upwards, 11	" 350 and upwards, 20

No vessel allowed to enter the dock to tranship for the canal, unless into canal boats, with a less quantity than 100 tons, and all vessels remaining beyond the time above specified, to be charged 1d. per ton register per day.

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#### LAYING UP RATE.

Ships, &c. after the delivery of a cargo upon which the dock charges have been paid, 1d. per ton register per week.

Ships, &c. to leave the dock on seven days' notice, or in default thereof to

be subject to a charge of 6d. per ton per day.

Timber, rafting,	08.	1d,	pei	load.
" transhipping,	0	2	٠,,	,,
" landing,	0	6	,,	,,
Stone, under five tons, transhipping,	0	3	per	
" landing,			٠	,,
Iron Work, in pieces under 2 tons,	1	Ô	,,	••
9 and under 5 tons	•	ň	"	"
,, ,, z and under 5 tons,	-	0	"	"
" " 5 and under 7 tons,			"	"
" ,, 7 and under 10 tons,			"	,,
All articles remaining not exceeding 7 days,	0	3	,,	,,
All exceeding 7 and not exceeding 30 days,	0	6		,,

The vessel and goods to be at the sole risk of the owners during transhipment, &c.

#### COMMERCIAL DOCK COMPANY.

DOCK RATES.	Per	reg.	ton
Loaded (with liberty to remain four weeks free of rent),	•••	08.	9d.
After four weeks (if not discharged), per week,		0	03
After discharge of cargo,	•••	0	0 <u>}</u>
Only partly laden, then for every ton of goods in the ship, with liber	rty		-
to remain three weeks		0	9
After three weeks to pay, per week,		0	03
After totally discharged, ,, ,,	• • •	0	0률
Laden with corn, seed, or flour, free, until unloaded, if the cargo	es		-
are landed :			
If otherwise, £1 1s. per vessel for the use of the docks un	til		
unladen.			
And then to pay, while light, per week,	•••	0	01
Light, with liberty to remain four weeks,	•••	0	4
After four weeks, per week,	•••	0	야
Steam vessels, (on carpenter's measurement,) with liberty to rema	in		_
four weeks,	•••	0	6
After four weeks, per week,	•••	0	1
Pleasure yachts, under 50 tons, per week, 2s. 6			
50 and under 75 tons, per week,	)		
75 and under 100 tons, per week, 4 0	1		
100 tons and upwards, per ton, per week, 0 0	3		
Docking, each light ship or yacht, above 100 tons, 10 6	,		
Undocking above 100 tons, 10 6	i		
Docking, under 100 tons measurement, 5 3			
Undocking, under 100 tons measurement, 5 3			
Rigged vessels, of 100 tons and upwards, coming in to load, (exce	pt		
corn, flour, or seed,) for any other port,	•••	0	4
Under 100 tons, free.			
For Discharging Ships by the Company.			
Ships laden with deals, planks, staves, and wood in billets,	•••	1	0
If partly with hardwood or masts, then on each load additional, Os. 6	d.		
If partly with pine or fir timber, then on each load additional, 0 3			
Laden with tallow only, 0 6			
Small craft to pass free.			

It is requested that early information be given at the docks of such vessels as are to enter, and that the masters and pilots be not later than half or threequarters flood in presenting their vessels at the entrance-lock.

One day's notice, in writing, is required at the docks, previous to taking a vessel out, that the dues may be paid on her register tonnage, and a pass obtained.

BALLAST.	Unw	ashed.		Was	hed.
Carried to any vessel employed in the coal trade, the ton	s.	D.		8.	D.
of 20 cwt	. 1	0	•••	2	0
Carried to any other merchant or alien ship, the ton,		3		2	6
An additional charge to be made when delivered or					
unladen in any of the docks or canals,	. 0	4		0	4
Land Ballast from the quarries, pits, or works of chalk, f					
the castward of Woolwich, per ton,					
Any vessel may carry, as ballast only, any quantit					
chalk (not chalk-rubbish), flint, or any merchandize, from	an	y par	tof	the	River
Thames without making any entry thereof.					
Ballast unladen from any vessel on arrival in the Rive					
In addition to the above, 6d, per ton is paid to the	ball	ast h	PAVA	rg ดา	nd an

In addition to the above, 6d. per ton is paid to the ballast heavers, and an

allowance of beer is commonly given; but the latter is optional.

Ballast can be had at Erith, &c., at from 1s. 3d. to 1s. 4d. per waggon, each waggon containing 11 ton.

## LLANSAINFORD, OR LLANSAINFRAID, A CREEK IN THE PORT OF ABERYSTWYTH.

There are no regular charges at this place. DEPTH OF WATER.—Spring tides, 15 feet; neap tides, 10 feet.

#### NEWPORT, MONMOUTHSHIRE.

Towage.-6d. per register ton is charged for towing vessels out of the river. PILOTAGE.

From Newport or Pillgwenlly to the Mouth of the River Usk, and vice versa.

							Coas	itwise,	per toot.	rrom r	oreign, pe	r ioot.
Vessel	s under	9	feet	draught	of w	ater,	•••	0s.	9d.	•••	18.	0d.
,,	drawing	9	feet,	and und	er 12	feet,	•••	1	0	•••	1	3
"	,,	12	,,	"	15	,,	•••	1	3	•••	1	6
"	,,	15	feet a	and upwa	rde,	•••	•••	1	6	•••	2	0

From Newport or Pillgwenlly to Runmey River, or Redwick Pill, or any place outside the River Usk within the district, and vice versa.

							CU	OLWIST,	ber root.	I I Out I	ornign, pe	
Vessels	under	9	feet	draught	of wa	ater,	•••	ls.	3d.	•••	1 <i>8</i> .	6d.
••	drawing	9	feet,	and und	er 12	feet,	•••	1	6	•••	1	9
"	,,	12	,,	,,	15	,,		1	9	•••	2	0
				and upwa	rds.		•••	2	0	•••	2	6

From Newport or Pillgwenlly to Penarth or King Road, and vice versa (provided no Bristol Pilot should offer outside the Newport District).

					-		Con	stwise,	per foot.	From Fo	reign, pe	r foot.
Vessels	under	9	feet	draught	of wa	ater,	•••	ls.	6d.	•••	18.	9d.
••	drawing	g 9	feet,	and und	ler 12 :	feet,	•••	1	9		2	0
"	,,	<b>1</b> 2	,,	,,	15	,,	•••	2	0		2	6
,,	,,	15	feet :	and upwa	ards,	•••	•••	2	3		3	0

Vessels not privileged pay one-fourth more than British or privileged vessels. CHANNEL PILOTAGE. Vessels to or from foreign are bound to take Channel pilots, should any offer. For rates, see Bristol, page 29.

#### TIDE'S WORK.

## Pilots employed on board vessels at the following charges:-

					150 and under 200 tons,			
50 and unde	r 100	,,	•••	26	200 ,, 300 ,, 300 tons and upwards,	•••	5	0
100 "	150	"	•••	3 0	300 tons and upwards,	•••	7	6

#### HAVEN MASTER'S FEES.

Vessels ur	ader	50 1	ons,	•••	08,	6d.	200 and ur	der 250 tons,	•••	ls.	6d.
50 and u	ader	100	,,	•••	0	9	250 ,,	300 "	•••	2	0
100 ,,		200	,,	•••	1	0	300 tons an	nd upwards,	•••	2	6

HARBOUR DUES.—British vessels, coastwise, one farthing per register ton; foreign or foreign-going vessels, one halfpenny per register ton.

Keelage—1d. per ton on the quantity the vessel carries.

BANK ALLOWANCE-1s. per 20 tons on the quantity the vessel carries.

For stowing iron or coal,  $2\frac{1}{2}d$ . per ton to the stower; extra labourers, 1d. per ton. DISCHARGING BALLAST.— $2\frac{1}{2}d$  per ton register, for taking it away. Vessels of 300 tons register and upwards pay from £6 to £8, lump sum; extra labour, if required, 1d. per ton on the quantity discharged, and a trifling allowance is to be added to the above. Vessels can be ballasted for £1 to £2, but they seldom require ballast, as iron and coal are plentiful.

DEPTH OF WATER.—The depth of water in the middle of the river is about 35 to 40 feet. Vessels of 300 to 400 tons register take in their full cargoes on the mud, which is quite soft. There are from 16 to 25 feet of water, spring tides, alongside the wharfs where vessels load; neap tides, from 7 to 10 feet. The neap tides last about five days.

There is a splendid Floating Dock in operation, which is to be opened in May or June, 1842. It will contain about 100 sail of vessels of from 300 to 400 tons burthen; but the rates are not yet fixed. The dimensions of the Lock are as follow:—Length, 220 feet; breadth, 26 feet; and depth, 36 feet. There will be nearly 40 feet of water in the Lock at spring tides, and 18 feet at neap tides.

The length of the river from the mouth to the town is about five miles.

#### Abstract of Act of Parliament.

All vessels shall be moored pursuant to the orders of the harbour master.

The harbour master shall remove all obstructions to the free navigation of the river; and any abandoned vessel which may obstruct the navigation or the use of the wharfs.

The harbour master may cut mooring ropes, in case any vessel shall be improperly moored, and shall not be cast off upon orders given by him.

. All vessels shall be moored to the usual moorings only, and shall not be moored so as to obstruct the navigation of the river.

A penalty is imposed upon any person who shall wilfully destroy the ropes or fastenings of any vessel.

Compensation shall be made for any damage wilfully or negligently occasioned to wharfs or shipping, to be adjudged, if necessary, by Justices.

The masters of all vessels are made answerable for any damages which may be occasioned by their crews, and may afterwards recover the same from their crews, if wilfully done by them.

A penalty is imposed upon any person who shall fraudulently claim an exemption from the dues imposed by the act.

The officers of customs may refuse to clear out vessels until the dues imposed by the act are paid.

A penalty is imposed upon any master of a vessel who shall depart without payment of the dues.

A penalty is imposed upon any person who shall resist the due execution of the act, or who shall assault any officer acting in the execution of his office.

# NEWCASTLE, A CREEK IN THE PORT OF NEWRY.

This is a fashionable village, with a good dry harbour, situated in the Bay of Dundrum, about three miles above Dundrum Bar, where pilot vessels are always in attendance. There is no danger from rocks or sand banks in approaching the Quay. This creek has been the means of saving a good many vessels which have got embayed in stormy weather. Vessels of light draught of water may enter at three-fourths tide. A breach has been made in the Pier, which is to be repaired, this season, by the landlord of the soil and the Board of Public Works, at an estimated cost of £1400.

Pilotage.—58. each vessel.

HARBOUR Dues.—Vessels discharging, 3d. per ton; loading, 2d. per ton; wind-bound, 1d. per ton.

DEPTH OF WATER.—Spring tides, 15 feet; neap tides, 9 feet.

# PARR, A CREEK IN THE PORT OF FOWEY.

PILOTAGE.—Vessels from foreign are obliged to take pilots. Charge same as at Fowey—see page 158. Vessels coastwise are piloted by hobblers at a charge (for boat and men) of from 10s. to 15s. in and out.

# PENNARD, A CREEK IN THE PORT OF SWANSEA.

This place is at the mouth of a small river which empties itself into the eastern part of Oxwich Bay. It is quite in a state of nature, and is not a place of any trade whatever. Vessels very seldom resort here. There is no officer of customs, no pilots, and no rates of charges whatever, except 4d. per vessel for keelage. The same is charged at the Mumbles and along that coast. There is a considerable trade in limestone carried on along different parts of the coast, from Wormshead to the Mumbles, which is shipped at those places for the opposite coast of Devonshire; but at Pennard no limestone is shipped. These places are all open roadsteads, but the Mumbles is a very safe one, and is resorted to by large vessels, and by the whole trade of the Bristol Channel.

# PENTOWAN, A CREEK IN THE PORT OF FOWEY.

The charges at this place are the same as at Charlestown—see page 152.

# PETTYCUR, A CREEK IN THE PORT OF KIRKALDY.

Pilotage.—The charges are generally from 5s. to 7s. per vessel. HARBOUR DUES .- One penny per ton. PIER LIGHT .- One farthing per ton. Ballast.—4d. per ton for cartage, and 1d. per ton for shore dues. DEPTH OF WATER.—Spring tides, from 14 to 15 feet; neap tides, 9 feet.

## PILL, A CREEK IN THE PORT OF BRISTOL.

The charges at this place are the same as at Bristol—see page 29. coastwise occasionally employ deputy pilots, whose charge is by agreement. There are no charges on vessels put in wind-bound or loading in Kingroad, if they have not entered the river.

DEPTH OF WATER.—Spring tides, 42 feet; neap tides, 29 feet.

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# POINT, A CREEK IN THE PORT OF TRURO.

Towing Boats.—2d. to 4d. per ton. Pilotage.—2s. for every 20 tons. Harbour Dues.—Anchorage, 6d. per vessel; if coal-laden, 1s. 4d. Pollage, 1s. per mast.

BALLAST.—Furnished, 9d. per ton; discharged, 5d. per ton.

DEPTH OF WATER.—Spring tides, 12 feet; neap tides, 8 feet.

The St. Anthony Light is paid by all vessels entering this harbour.

## PORT DUNDAS.

HARBOUR DUES.—British and Irish vessels lying, discharging, or loading, 2d. per ton. Foreign vessels in the same circumstances, 3d. per ton.

LAMP DUES.—On vessels coming into the harbour, a duty of 8d. for every 50

tons burthen, is charged for lighting the harbour.

Vessels may be accommodated with the use of the Crans, at the following rate

for every lift :-

If under 20 cwt., ... ... 0s. 2d. 30 and under 40 cwt., per ton, 0s. 4d. 20 and under 30 ,, per ton, 0 3 40 ,, 60 ,, 1 0 60 cwt and upwards, 2s. 6d. per ton.

# PORTINLLAEN, A CREEK IN THE PORT OF BEAUMARIS.

PILOTAGE.—Hobblers, when required for vessels of 70 tons and under, 5s. each; above 70 tons, 6s. each, coming in or going out.

HARBOUR DUES.—Vessels under 20 tons, one farthing per ton; above 20 tons, one halfpenny per ton. Foreign vessels, 1d. per ton.

DEPTH OF WATER INSIDE THE PIER-HEAD.—Spring tides, about 16 feet; neap tides, 11 feet.

# PORTNESSOCK, (NOW CALLED PORT LOGAN), A CREEK IN THE PORT OF STRANRAER.

PILOTAGE—From 3s. to 5s. according to the size of the vessel. HARBOUR DUES.—Vessels loading, unloading, or wind-bound, 2d. per ton. BALLAST.—6d. per ton.

DEPTH OF WATER.—Spring tides, 19 feet; neap tides, 14 feet.

# PORTREATH, A CREEK IN THE PORT OF ST. IVES.

The harbour is the private property of John Williams, Esq. and others. The pilotage and all other expenses on vessels are paid at the office; and on a vessel of 100 tons, discharging and loading cargo, they amount to about £10, and in proportion for larger or smaller vessels. The harbour consists of two basins; the inner one is very safe, and has accommodation for fourteen or fifteen sail of vessels,

DEPTH OF WATER.—Spring tides, from 16 to 20 feet; neap tides, from 11 to 12 feet.

# POULTON, A CREEK IN THE PORT OF LANCASTER.

Vessels discharge here on the beach. The charges are 6d. for anchorage, and 1d. per ton register for Walney Lights.

Depth of Water.—Spring tides, 30 feet; neap tides, 14 feet.

# ST. DAVID'S, A CREEK IN THE PORT OF BO'NESS.

PILOTAGE as may be agreed on. This harbour is one of the safest in the Frith of Forth, easily approached, with good bottom, and vessels which load coal here get immediate despatch at all times. The harbour is connected by an excellent railway with the extensive collieries of Admiral Sir P. C. H. C. Durham at Fordel, and from 300 to 400 tons per day can be shipped with ease.

HARBOUR Dues.—There is no charge for harbour dues on vessels. The charges are three farthings per ton for harbour dues, and three farthings per

ton for stowage, payable on cargo.

Ballast.—4d. per cart of 15 cwt.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 13 feet.

# ST. MONANCE, A CREEK IN THE PORT OF KIRKALDY.

PILOTAGE.—The charges are generally from 4s. to 10s., according to the size of the vessel.

HARBOUR DUES.—Vessels under 120 tons, one halfpenny per ton; 120 tons and upwards, 5s. 2d. each vessel.

BEACONAGE.—Vessels under 20 tons, 4d.; 20 and under 50 tons, 6d.; 50 tons

and upwards, 8d.

Ballast.—From 6d. to 8d. per cart load.

DEPTH OF WATER AT THE QUAY-HEAD.—Spring tides, 18 to 19 feet; neap tides, 13 to 14 feet.

# SALCOMBE, A CREEK IN THE PORT OF DARTMOUTH.

PILOTAGE as may be agreed on; say, brigs of 200 to 400 tons, from foreign, in and out, about £2 10s. Colliers and coasters of the same tonnage, in and out, boat included, £1 5s. Boat and four hands, if required, in and out, 15s. Vessels from foreign, from 100 to 200 tons, in and out, £1 10s. Coasters and colliers of the same tonnage, and boat, if necessary, included, £1. Vessels, foreign or coastwise, under 50 tons, 10s. To or from Kingsbridge, or any other branch of the Estuary beyond Salcombe, an extra charge of 3s. 6d. There are no branch pilots here, but those who take charge are very competent, and fully qualified.

HARBOUR DUES.—Postage, 1s. per vessel when lying along the quays of Salcombe and Kingsbridge. There are Duchy of Cornwall dues, collected by the Corporation of Dartmouth, on coal, culm, iron, and timber inwards.

Plankage.—2s. 6d.

Ballast.—1s. per ton, barge hire and heaving into the ship's hold included. Depth of Water.—There is a bar which extends across the entrance in a diagonal direction, a little outside Limebury Point, on the east side, and within Bell House Rock on the west, which is composed of soft sand. It is in the form of a ridge, not above 100 yards wide at the base, and about 30 feet wide at the top. The deepest channel on this bar is about 180 feet wide, and situated about two-thirds on the western side, so that strangers on approaching the bar should keep the western shore aboard. Depth of water at this channel, at high water spring tides, 27 feet; low water spring tides, 8½ feet. High water, neap tides, 18 feet; low water, neap tides, 12 feet. Depth of water in the Range, outside the bar, from 5 to 7 fathoms. The anchorage is good in the Range, which is well sheltered from every wind, except from S.E. to S.W. which are leading winds into the harbour. Depth of water inside the bar up to Snapes Point, at low water spring tides, from 3 to 5 fathoms, and above that in the bay, 5 to 7 fathoms. The harbour is very safe, being quite land-locked.

# SKIBBEREEN, A CREEK IN THE PORT OF BALTIMORE.

There are no fixed rates of charges at this creek. Pilotage and ballast as may be agreed on.

# STOCKWITH, A CREEK IN THE PORT OF HULL.

Towage-As may be agreed on.

PILOTAGE same as at Gainsborough—see page 61.

There are no local charges at this place, and ballast may be had at 1s. per ton; if delivered on board, 1s. 5d.; at times it may be had considerably below that price.

DEPTH OF WATER—Over the Scope at spring tides, about 14 feet; at times it will be as much as 18 feet, but this is after heavy rains; neap tides, about

9 feet.

The Scope is about 25 fathoms across, and is opposite the lock from the Trent into the canal basin. The lock is 18 feet wide. This is the termination of the canal from Chesterfield, Worksop, Retford, &c. Vessels may load in the dock to 8 feet draught of water.

# UPHILL, A CREEK IN THE PORT OF BRISTOL.

The charges at this place are the same as at Bristol—see page 29. Vessels coastwise occasionally employ deputy pilots, whose charge is by agreement. There are no charges on vessels put in wind-bound or loading in Kingroad, if they have not entered the river.

DEPTH OF WATER.—Spring tides, 36 feet; neap tides, 23 feet.

# WARKWORTH, A CREEK IN THE PORT OF NEWCASTLE.

Towage. —Vessels towed in light, 1s. 6d. per keel; towed out, loaded, 2s. 6d. per keel.

PILOTAGE.—1s. 3d. per foot in summer, and 1s. 6d. per foot in winter.

HARBOUR DUES.—1s. each vessel. BALLAST.—Discharging, 1s. per ton.

DEPTH OF WATER.—Spring tides, 13 feet; neap tides, 9 feet.

There is an excellent anchorage under the Coquet Island, which may be used by vessels bound for this place.

John Muirs, harbour master.

# WARRENPOINT, A CREEK IN THE PORT OF NEWRY.

PILOTAGE—As may be agreed on. 1s. per foot is generally given. There are no licensed pilots. It is in contemplation to extend the Newry Canal, which will do away with the dockage at this place, as vessels drawing from 17 to 18 feet water will then get up to Newry.

HARBOUR DUES.—Timber-laden vessels, 3d. per register ton; all other vessels, 12d. per ton. All vessels, after remaining one month, pay—ships, 5s.;

brigs, 3s. 6d.; schooners or sloops, 2s. 6d. for extra dockage.

Anchorage.—Vessels from foreign pay—ships, £1 Is.; brigs, 10s. 6d.; schooners, 8s. each. Coastwise—brigs, 5s.; schooners, 4s.; sloops, 3s. each. There is no anchorage charged on vessels belonging to Newry or the minor ports.

Ballast.—10d. per ton, and 1d. per ton for dockage.

DEPTH OF WATER.—Spring tides, 18 feet; neap tides, 12 feet.

# ABERDOUR, A CREEK IN THE PORT OF KIRKALDY.

PILOTAGE as may be agreed on. As this is a very safe harbour, and easy to take, in ordinary cases the pilotage is generally from 3s. to 5s. Vessels may run aground in safety in the mouth of the harbour at low water.

HARBOUR DUES.—No dues are payable by vessels loading coal; in any other

case, the charge is 1d. per register ton.



Wind-bound vessels pay one halfpenny per register ton for anchorage.

Ballast.—If put out of the vessels into carts, 3d. per ton; but should the carter require to fill it, the charge is 4d. per ton.

DEPTH OF WATER.—Spring tides, 15 feet; neap tides, 11 feet.

## ABERLADY, A CREEK IN THE PORT OF LEITH.

Vessels discharge here on the beach; but it is very safe after they get to the discharging berth, which is up the burn, where they are protected, by a bar, from all danger from the sea.

PILOTAGE—From 10s. to 25s., according to the size of the vessel.

Anchorage.—Vessels of 50 tons register, 6d.; 50 to 70 tons, 9d.; 70 to 90 tons, 1s. 3d.; 90 tons and upwards. 2s. 6d.

. BALLAST FOR THE TAKING.

DEPTH OF WATER.—Spring tides, 101 feet; neap tides, 71 to 91 feet.

### BALTIMORE.

PILOTAGE—As may be agreed on.

HARBOUR Dues.—Vessels with one mast, 2s. 6d. each vessel; with two or three masts, 3s. 6d. each vessel.

Ballast—1s. 6d. per ton,

DEPTH OF WATER.—From three to six fathoms; and two miles farther up the river there is sufficient water for any vessel.

# BEAULEY, A CREEK IN THE PORT OF INVERNESS.

PILOTAGE—As may be agreed on; £1 10s. in and out is the usual charge. If haulers are required, the charge is 6d. each.

HARBOUR Dues.—ld. per ton register.

Ballast.—Discharged, 6d. per ton.

DEPTH OF WATER.—Spring tides, 12 feet; neap tides, 8 to 9 feet.

## BRIDGENESS, A CREEK IN THE PORT OF BO'NESS.

This harbour is used almost entirely for the shipping of coal from the extensive collieries of James John Cadell, Esq. of Grange.

PILOTAGE.—There are no fixed charges for Pilotage or Steam-tug. Pilotage

is seldom required, the harbour being of easy access.

HARBOUR DUES.—1½d. per ton on coal shipped, and 1d. per ton on goods landed. BALLAST.—The expense of carrying away ballast is about 6d. per ton.

DEPTH OF WATER. - Spring tides, 18 feet; neap tides, 13 feet.

# CAMBUS, A CREEK IN THE PORT OF GRANGEMOUTH.

This is a good harbour, with a mud bottom, is well sheltered, and safe to take at any time of tide when there is sufficient water.

TOWAGE.—There is a luggage steamer trades betwixt this creek and Leith twice a week, by which vessels can get towed at such charges as may be agreed on—generally very moderate.

PILOTAGE—From Alloa, as may be agreed on; say, for vessels from 7 to 9

feet, about 5s. or 6s.; and from 9 to 12 feet, about 10s.

HARBOUR DUES.—Vessels under 50 tons, three-eighths of a penny per ton;

exceeding 50 tons, one halfpenny per ton.

Ballast.—Vessels seldom require ballast, as they generally load coal at Alloa, or some other port in the Frith of Forth; but it can be had at from 1s. to 1s. 3d. per ton.

DEPTH OF WATER.—Spring tides, 14 to 16 feet; neap tides, 7 to 8 feet.

# CASTLETOWNSEND, A CREEK IN THE PORT OF BALTIMORE.

There are no fixed rates of charges at this creek. Pilotage and ballast as may be agreed on.

# CRAMOND, A CREEK IN THE PORT OF LEITH.

The harbour is merely a creek formed by the Almond Water at its junction with the Frith of Forth, and is capable of containing eight or ten small vessels.

PILOTAGE.—There are no regular rates of pilotage; vessels generally pay from 5s. to 7s. 6d.

The charge for anchorage is 4d., and 1s. for taking ballast for each vessel Depth of Water.—The depth of water at high-water spring tides is from 10 to 14 feet, and at neap tides from 4 to 8 feet; and at the extensive iron works of Messrs. Cadell & Co., where vessels from 30 to 50 tons go up to discharge, there is about two feet less water.

## GWEEK.

#### PILOTAGE

				PILUTA	u Er e						
				Sea, and v	ice ver	sa :					
Vessels	drawing	under	8	feet water,	•••	•••	•••	£1	1	0	
8	feet and	under	10	39	•••	•••	•••	1	4	0	
10	22	27	11	39	•••	•••	•••	1	7	0	
11	,,	39	12	,,	•••	•••	•••	1	10	0	
12	,,	,,	13	,,	•••	•••	•••	1	14	0	
13	,,	"	14	33	•••	•••	••••	1	18	0	
14	. ,,	,,	15	. 19	•••	•••	• •,•	2	2	0	
15	,,	"	16	39	•••	•••		<b>2</b>	7	0	
16	,,	,,	17	,,	•••	•••	•••	2	12	0	
17	,,,	,,	18	,,	•••	•••	•••	3	0'	0	
		A 1	•			300					

And 3s. 6d. per foot above 18 feet.

Distance money for boarding at sea the same as at Falmouth, for which see

page 56.

HARBOUR DUES.—Vessels inwards, foreign and coastwise, laden with corn, meal, flour, or salt, one farthing per Winchester bushel of 84 lbs.; laden with coal or culm, 4d. per chaldron. From vessels outwards, no harbour dues charged.

Anchorage.—8d. per mast with cargoes. Wind-bound vessels exempt.

BALLAST .- 1s. per ton land leave, and 1s. per ton for heaving.

DEPTH OF WATER.—In the roadstead, commonly called Durgan Roads, at low water spring tides, 3½ to 5 fathoms; at neap tides, 4½ to 6 fathoms. There is good anchorage with a sandy bottom, and capable of containing 200 to 300 sail. On the bar, just abreast of the custom house, and about two miles up the river, there is only 10 feet of water at spring tides at low water. The harbour, inside the bar, is about one mile of deep water, viz., 4 to 5 fathoms at low water spring tides, and capable of containing 80 to 100 sail. The anchorage here is very good and safe with all winds. The tide rises in this river about 18 feet at spring tides, and about 10 feet at neap tides. The general place of discharge is Muthen Hole, about three miles up from the bar, and where there is but 10 and 11 feet at low water spring tides; but vessels take the ground well here, being a muddy and sandy bottom. Vessels from 400 to 600 tons burthen frequent this place, principally from Norway with timber for the mines, which article is nearly the only imports. The coasting trade, inwards, is general goods; outwards, ores, corn, potatoes, &c.

# IRELETH OR (KIRKBY IRELETH), A CREEK IN THE PORT OF LANCASTER.

Vessels discharge here on the beach. There are no regular pilots, but pilots can be had at Pile of Foudry; the charge is £1 each vessel.

HARBOUR Dues.—1d. per register ton; perches, 6d.; anchorage, 1s. each vessel, and 1s. additional anchorage for each vessel, payable to the county of Cumberland. There are no charges on wind-bound vessels.

BALLAST for the taking off the bank.

WALNEY LIGHTS.—1d. per ton each voyage, or 3d. per ton for the year.

DEPTH OF WATER.—Spring tides, 10 feet; neap tides, 4 feet.

Large vessels usually load slates (which is the chief export) at Borwick Rails, two miles below Ireleth, the extra cartage being paid by the vessel. The other charges are the same as at Ireleth. Depth of water, spring tides, 17 feet; neap tides, 8 feet.

# LOOE, A CREEK IN THE PORT OF FOWEY.

PILOTAGE.—Vessels from foreign are obliged to take pilots. Charge same as at Fowey-see page 158. Vessels coastwise are piloted by hobblers at a charge of (for boat and men) from 15s. to £1 in and out.

HARBOUR DUES.—1s. 4d. each vessel. BALLAST.—1s. per ton.

# 'MEVAGISSEY, A CREEK IN THE PORT OF FOWEY.

PILOTAGE.—Vessels from foreign are obliged to take pilots. Charge same as at Fowey—see page 158. Vessels coastwise are piloted by hobblers at a charge of from 15s. to £1, for boat and men, in and out.

HARBOUR DUES .- Vessels with two masts, 5s.; one mast, 2s. 6d.

# MORRISON'S HAVEN, A CREEK IN THE PORT OF LEITH.

This harbour is the property of Sir George Suttie, and is principally used for the shipping of coal from his extensive collieries.

PILOTAGE same as at Fisherrow—see page 58.

HARBOUR DUES.—No harbour dues are charged on vessels which load coal here; otherwise 2d. per ton is charged.

DEPTH OF WATER.—Spring tides, about 16 feet; neap tides, about 91 feet.

## STONEHAVEN.

				_				
		HARBO	UR D	UES.		Pe	r regis. ton.	
	wind-bound,		•••	•••	•••	•••	0s. 1d.	
,,	with cargoes	outwards,		•••	•••	•••	0 2	
. ,,	with cargoes	inwards,		••	•••	•••	0 2	
Vessels discha	arging their c	argoes pay	7 2 <b>d</b> .	per regi	ster to	n on t	he same;	but if
ney go out in l	ballast, they p	pay $I_{\frac{1}{2}}d$ . for	r the	ballast,	per reg	ister t	on.	

Wind-bound boats, 6d. per boat.

Boats fishing during the herring season, 5s. per boat for harbour dues.

## LONDON.

HARBOUR DUES .- Colliers pay only one farthing per ton of tonnage rates.

# THE THAMES STEAM TOWING COMPANY. BATES OF TOWING.

Distances and Registered Tonnage.	Under 150 Tons.	to	to	to	to	to	to	to	600 to 700	to
The Pool or Docks, to or from Gravesend, Gravesend ,, , The Nore, The Nore ,, Nob Channel, Nob Channel ,, , Pansand Hole, Pansand Hole ,, ,, E.B.M. Sands,	£ s. 5 10 5 0 5 0 5 0 5 0	£ 6 5 6 6	£ 7 6 6 7 6	£ 8 7 7 8 6	£98897	£ 10 9 10 8	£ 11 10 10 11 9	£ 12 11 11 12 10	£ 14 13 13 14 12	£ 16 15 15 16 14

The above rates (which do not apply in cases of assistance rendered to vessels in distress or stranded) are computed for the supply of one steam boat of sufficient power, according to the vessel's tonnage, and will be uniformly adhered to, unless a special agreement be made.

When two vessels are towed at the same time by one steam boat, the charge will be three-fourths of the above rate for each vessel, according to tonnage.

No reduction will be allowed for any distance between the places designated in the above scale, except previously agreed upon.

The Company are not responsible for any damage received or occasioned by vessels while in tow.

These regulations will be strictly acted upon by the Directors.

Notwithstanding the above rates, lower charges are sometimes accepted of.

BATES OF TOWING PER THE STEAM TUGS, UNITY, TAM O' SHANTER, SOUTER JOHNNY, WILLIAM WALLACE, BOBERT BURNS, AND CALEDONIA.

From the Pool to	Blackwall.		Gallions.		Purfleet.		Gravesend	
Tons. Tons.	£	8.	£	8.	£	8.	£	8.
Vessels of 150 to 200	2 1	0	3	10	5	0 .	6	0
,, 200 ,, 250	2 1	5	. 4	0	5	10	7	0
,, 250 ,, 300	3	0	4	10	6	0	8	0
,, 300 ,, 350	3	5	5	0	7	0	9	0
,, 350 ,, 400	3 1	0	5	10	8	0	10	0
,, 400 ,, 500	4	5	6	10	9	0	11	0
,, 500 ,, 600	'5	5	7	10	10	0	12	0
,, 600 ,, 700	6	5	8	10	12	0	14	0
,, 700 ,, 800	7	5	10	0	14	0 ·	16	0

From Gravesend to	Nore.	Nob.	Across Flats.	E. B. M. Sands.	Downs	
Vessels of 150 and under 200 Tons	£ s.	£ 8.	£ 8.	£ s.	£ s.	
	7 0	14 0	19 0	25 0	36 0	
200 ,, 300 ,,	8 0	16 0	21 0	26 0	40 0	
300 ,, 400 ,,	10 0	20 0	26 0	36 0	50 0	
400 ,, 500 ,,	12 0	24 0	30 0	40 0	56 0	
500 ,, 600 ,,	15 0	30 0	40 0	50 0	60 0	

The owners are not responsible for damage occurring to, or occasioned by vessels while in tow of the steamers.

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# fire & life assurance company.

FOR INSURING EVERY DESCRIPTION OF PROPERTY

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AND ALSO FOR

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And for all Transactions dependent on the Contingency of Life.

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THIS COMPANY, which was established at Aberdeen in 1836, with a Capital of ONE MILLION, and a Proprietary of nearly 1000 Partners, has now been in active operation for several years, and has established its character as a most successful Institution; complete security being afforded to the Assured by the ample capital subscribed, a large accumulated Fund, and the personal guarantee of the numerous body of Proprietors.

Among other advantages offered to the public by this Company are the following:-PREMIUMS extremely moderate.

CLAIMS promptly and liberally settled.

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This Company undertakes Insurance against Loss or Damage by Fire, on the usual terms; and Transfers from other Offices may be made without charge for Policy. Life Department.

The LIFE TABLES of the Company, which were calculated expressly for the Office, from the most recently-ascertained probabilities of human life, are varied and extensive, and will, on comparison with those of other similar institutions, be found to offer superior advantages to the Assured. Parties may assure a fixed sum, or may participate in the Profits to an extent greater than has hitherto been allowed by any other Office.

The sum Assured may be made payable DURING the LIFETIME of the party; and ONE-HALF of the VERY MODERATE PREMIUMS MAY REMAIN UNPAID for the FIRST FIVE YEARS from the date of the Policy.

# SPECIMEN OF THE TABLES.

For an Assurance of £100, payable Three Months after Death, without Additions.

Age.	Anno	al Pre	mium.	Age,	e. Annual Premium.			Age.	Annual Premium,			Age.	Annual Premium.		
	L.		d.		L.	•. 7	d.		L.	<b>8.</b>	d.		l.		d.
26	1	18	7	35	2	•	2	44	3	2	4	53	4	11	ı
27	1	19	2	36	2	8	6	45	3	4	7	54	4	14	11
28	2	0	3	37	2	9	10	46	3	7	4	55	4	19	0
29	2	1	0	38	2	11	4	47	3	10	0	56	5	3	1
30	2	1	11	39	2	12	10	48	3	13	2	57	5	7	5
31	2	2	9	40	2	14	6	49	3	16	5	58	5	11	11
32	2	3	9	41	2	16	2	50	3	19	11	59	5	16	7
33	2	4	10	42	2	18	1	51	4	3	7	60	6	1	9
34	2	6	0	43	3	0	5	52	4	7	3		1		

Prospectuses, containing full Tables of Rates, and all information necessary for effecting Fire and Life Assurances, may be had, Gratis, at the Head Office of the Company in Aberdeen or London; or on application to any of the Agents throughout the country.

MONEY LENT TO HEIRS OF ENTAIL, on security of their Liferent Interests, on liberal terms.

Aberdeen, F.bruary, 1842.

WM. CHALMERS, Manager.

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## MAUTICAL INSTRUMENT WAREHOUSE,

30, QUAY, ABERDEEN.

OHN MURRAY respectfully intimates to Shipowners, Shipmasters, and others, that he has recently made arrangements with some of the first Chronometer Manufacturers in London, whereby he will be enabled to furnish those requiring such on the same terms as they can be had from the Makers, viz.:—

First Size, Two-day Box Chronometers, 30 GUINEAS, Second Size, do. do. 33 do. Eight-day do. 45 do.

\*\* A Stock will always be kept on hand for inspection.

J. M. respectfully begs to state that he has now had the pleasure of supplying a number of the Shipping at this Port with Chronometers during the last seven years, and can give satisfactory references to the most respectable Merchants and Shipowners of the Port, as to the utility of these Instruments on board of their vessels.

This being the seat of two Universities, appears to be the most advantageous place for a Chronometer Depôt for the North of Scotland, as the most exact method of finding the rate at which a Chronometer goes, and that which requires least calculation is

the plan adopted.

NAVIGATION BOOKS, CHARTS, SEXTANTS, QUADRANTS, TELESCOPES, &c. &c.

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Agent for Messrs. Adie & Son's Patent Sympiesometers.

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